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China Mail

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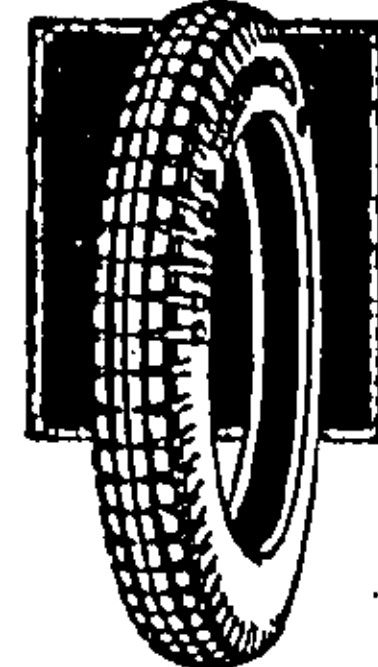
TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11½d.

No. 27,808

HONG KONG, THURSDAY, MAY 28, 1931.

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PORT MOTOR CYCLE TYRES.
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WOMEN'S GUILD AND M.C.L.

Finances in a Sound Position.

THIS YEAR'S PLANS.

The Patroness, Lady Peel, presided over the 11th annual meeting of the Women's Guild and Ministering Children's League, which was held at Government House this morning.

The accounts for the period from June 6, 1930, to April 30, 1931, show a credit bank balance of \$859.72 and \$14.21 cash in hand.

The report of the working of the organisation for the period under review stated inter alia:—

Organisation.
The Women's Guild and Ministering Children's League are very fortunate in having Lady Peel as their Patroness. She has taken much interest in the work throughout the year and in August last gave an "At Home" to all those members of the Guild and League who play Bridge, Whist or Mahjong. A collection was made during the afternoon which brought in the sum of \$544.

Finances.

Owing to the depressed state of the Colony financially the Committee of the Guild and League felt it would be unwise to launch out into the usual big Fete in 1930. Funds were raised by the different branches throughout the year and we are most grateful to all our friends who helped us by giving generous donations so that we have been able to allocate the sum of \$11,500.

Regrets.

The Committee very much regret to record the departure of (a) Mrs. D. W. Tratman who is going home on leave. Very many thanks are due to Mrs. Tratman for her valuable work as Hon. Treasurer. (b) Mrs. T. H. King (Police Branch) who has worked so energetically for the League. (c) Mrs. T. H. R. Shaw who has been so very successful with the Children's Club. (d) Mrs. H. A. Taylor who has worked so splendidly during her two years' Secretaryship of the Victoria Branch. (e) Mrs. W. A. Cole who has done good work for the Kowloon Branch.

Members.

The register of the Guild and League for the year 1930 shows 238 adults and 976 children.

ALLOCATION OF FUNDS.

Local Charities.	
Nethersole Hospital	
M. C. L. Cot	\$ 1,000
C. M. S. Victoria Home and Orphanage	1,000
C. M. S. Village School	1,000
C. M. S. Vernacular Day Schools	1,000
Benevolent Society	1,000
Protestant Alms Houses, Kowloon City	700
Society for the Protection of Children	500
Salvation Army Home, Kowloon City	500
St. Joseph's Home (Aged Poor)	300
Blind Home, Pokfulam	300
Mrs. Mow Fung's School for Rescue Work	300
Kowloon Boys' Industrial Home	300
Young Women's Christian Association	100
Italian Convent	100
Boys' Industrial Home (Salesian Institute)	100
Bishop of Victoria General Funds	600
Street Boys' Club	500
Garrison Ladies' Help Society	500
Naval Aid Fund (Still in Central Funds)	500
Total	\$10,300

Home Charities.
M. C. L. (Hong Kong Cot) Fund, \$80 = \$1,200.

The grateful thanks of the Committee are due to Messrs. Lowe, Bingham and Matthews for auditing the accounts and to the Press for their consideration and help throughout the year.

Grand Total of Funds Raised.	
1920	\$10,481
1921	16,128
1922	21,000
1923	21,075
1924	18,698
1925	16,481
1926	14,539
1927	17,550
1928	19,480

ATTEMPT TO STEAL ELECTRIC FITTINGS.

Chinese Sentenced to Hard Labour.

EUROPEAN AS PLAINTIFF.

Mr. R. V. Allen appeared at the Kowloon Police Court this morning as plaintiff when Tsang Lam was charged with attempting to steal electric light fittings from a garage at the rear of No. 719, Nathan Road, the property of Credit Foncier d'Extreme Orient.

A detective said he saw the accused loitering with a small boy in a lane at the rear of Nathan Road. The man entered a yard, and the officer followed and caught him in the act of unscrewing a switch. The boy bolted.

Accused related several improbable stories, which the Magistrate refused to believe, and sent him to jail for six weeks with hard labour.

1929	17,045
1930	11,967

The following ladies were appointed to serve on the committee for 1931:—

Patroness.—Lady Peel.

President.—Mrs. H. T. Creasy, Vice-President.—Mrs. J. J. Pater-

son.
Hon. Treasurer.—Mrs. J. Halston, (acting),
Hon. Secretary.—Mrs. D. J. Lloyd.

Assistant Hon. Secretary.—Mrs. R. M. Henderson.
Naval Representative.—Mrs. A. Walker.

Military Representative.—Mrs. Marsden.
Police Representative.—Mrs. E. D. C. Wolfe, M.B.S.

Peak Representative.—Mrs. A. Murdoch.
Peak Children's Club Representative.—Mrs. E. R. Hallifax.

Prisons Representative.—Mrs. Franks.
St. Stephen's Girls' College Representative.—Miss Atkins.

St. Paul's Girls' School Representative.—Mrs. C. Woo, M.B.E.
Belilios Girls' School Representative.—Mrs. Skinner.

The vacancies for representatives of the Victoria, Kowloon and Quarry Bay Branches are still unfilled.

Proposed 1931 Activities.
Mrs. Creasy informed the meeting of proposed activities by the Guild and League during 1931:—

(1) The celebrated actor, Dr. Mei Lan-fan, has very generously promised to give two evening performances in aid of local charities on Monday and Tuesday, June 1 and 2. Mr. Richard Lee is very kindly lending the Lee Theatre for the two nights, only charging for lighting, etc. Last time the M.C.L. had the use of the theatre under the same conditions the expenses amounted to \$300 for two nights, which was very reasonable. The charities to be helped are the M.C.L., the St. John Ambulance Brigade, and the Eastern Extension of the Tung Wah Hospital.

(2) It is proposed to hold swimming sports for children at Repulse Bay bathing beach on Tuesday, September 1, or the following Tuesday, should the weather prove inclement on the first dates.

(3) Lady Peel is very kindly giving a Garden Party at Government House one afternoon in the last week of September to adult members of the League and to all those friends who give donations or help the M.C.L. in any way.

(4) It is proposed to hold a Sale of Work and small Fete for children on Saturday, November 2, in the Volunteer Headquarters grounds if permission can be obtained from the Officer Commanding.

(5) It is proposed to hold a large Bridge, Whist and Mah Jongg Drive in the first week in December, the place to be arranged later.

(6) It is suggested a Dance might be held before the end of the year if a large enough room is procurable in Victoria, as Mr. True has offered the services of his Jazz Band to Lady Peel for such a purpose.

The meeting terminated with a vote of thanks to Lady Peel for allowing the meeting to be held at Government House, and for presiding.

POPE LOSING HIS POWER?

Fascist Riots Outside Vatican City.

WINDOWS BROKEN.

Rome, Yesterday.
Italian troops are guarding the approaches to the Vatican in consequence of serious outbreaks by anti-Catholic Fascists. Police are guarding the principal Catholic institutions, many windows of which have been broken by sticks and stones. Hundreds of students raided the Catholic Club of St. Joachim, shouting "Down with the Pope," whence they were ejected by the Police after much vandalism.

The Osservatore Romano, the Vatican's organ, accuses the Police of almost condoning the outrages.

Quarrel Simmering.
Rome, Later.

The quarrel between the Fascists and Roman Catholics had been simmering since the Lateran Treaty of 1929 re-established the temporal power, for the Vatican never concealed its view of Fascism as but a temporary system.

To-day's outbreaks follow the charges and counter-charges by the newspaper, L'Avvenire, and the Azione Cattolica, the Catholic Society organ.

The former accuses the Azione of dabbling in politics and trespassing on the ground of Fascist syndicates, while the Azione roundly accuses the Labour of deliberate falsification.

A group of Catholic students recently had audience of the Pope and complained of maltreatment. The Pope replied that if they were expelled from Fascist groups because they belonged to the Azione Cattolica, they should regard it as an honour.

Count Della Torre, Editor of the Osservatore Romano, hinted recently at the inauguration of four powerful daily newspapers to counteract the injurious Press of Italy.

It is unconfirmedly reported that an attempt was made to kidnap him to-day. The Azione Cattolica is specifically mentioned in the Concordat reached in 1929 and Fascists' decrees frequently denied that there was incompatibility between membership of the Fascist and Catholic Societies.—Reuter.

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FOREIGN DEMAND FOR HOME FRUIT.

Co-operation with the Canning Trade.

NEW FACTORY OPENED.

Rugby, Yesterday.
An important step towards complete co-operation of the fruit and produce growing, canning and manufacturing industries, was made to-day when Viscount Cobham opened a new can-making factory at Worcester. Until recent years the English canning industry did little to foster fruit growing and five years ago British fruit, vegetables and cream were scarcely obtainable in cans. The industry now employs 11,000 men and 40 firms are engaged in canning.

Although the main aim is to share in supplying the English market, for which £187,000,000 worth of canned goods are imported annually, it has been found that there is a considerable demand abroad for certain English fruit in cans, notably strawberries.—British Wireless Service.

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SERGEANT'S ROUGH TIME IN CROWD.

Struggle with Hawker in West Point.

"VERY SAUCY MAN."

"I have no doubt that you were a principal offender, and that you did your best to induce a riot," stated Mr. W. Schofield in the Central Police Court this morning, in passing sentence of six weeks' hard labour on the Chinese licensed driver of the P.W.D. motor lorry, whom he convicted on a charge of having obstructed an Indian Police Sergeant who was in the execution of his duty in West Point yesterday.

Sergeant Abused.
The case for the prosecution was that the Indian Sergeant arrested one of two Chinese for hawking slippers without a licence. The Sergeant engaged a coolie to carry the load to the Police Station, whilst the hawker who was arrested was told to carry his own. However, a crowd of Chinese coolies collected, and began to abuse the Sergeant, telling the coolie not to assist the Police by carrying the load. Accused, who was in the crowd, came forward and, taking hold of the Sergeant by the belt, pulled him and then pushed him forward, causing his turban to fall to the ground. In self-defence and in order to quell the would-be rioters, the Sergeant took hold of a bamboo pole, and, in swinging it round, struck the accused on the head. The crowd then dispersed, and the Sergeant proceeded with the hawker to the Police Station.

Later, accused, who is a Government servant, went to the Station to make a report against the Sergeant for alleged assault. The hawker, who appeared earlier in the morning before his Worship, was fined \$4.

Inspector W. R. McWalter informed the Magistrate that accused was "a very saucy man."

His Worship commented upon the frequency of cases of disorderly conduct in West Point whenever a hawker was arrested by the Police.

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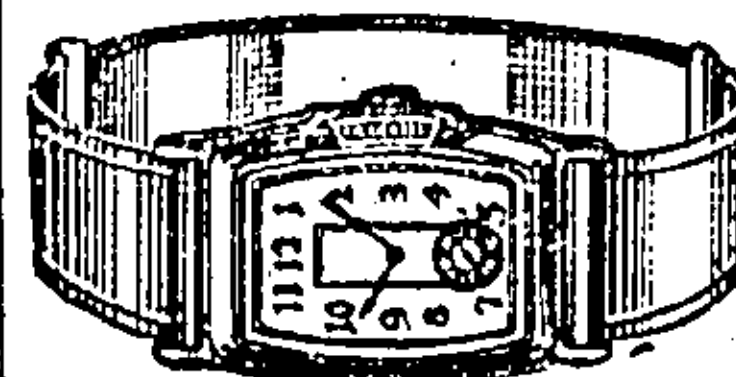
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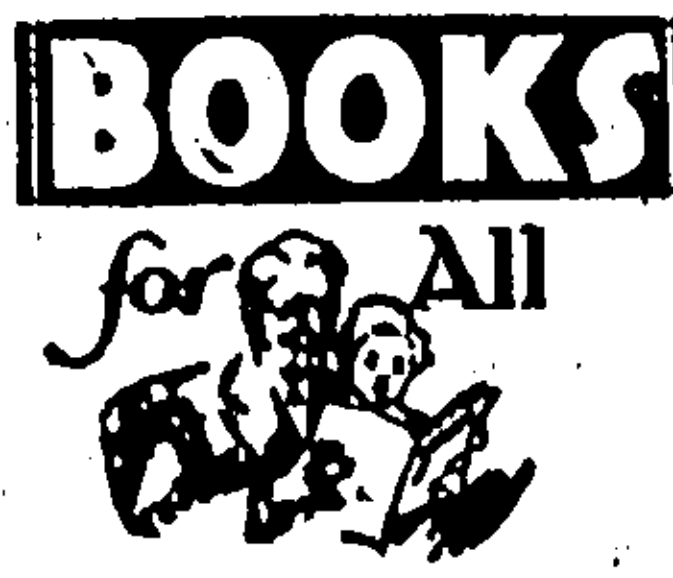
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Goods.

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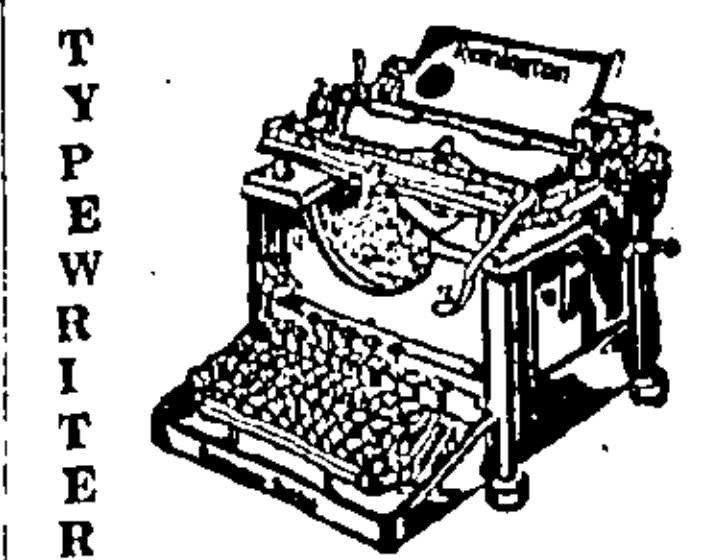
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Shoes from \$5.00.
Black or Brown
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Best styles, most complete stock
of all sizes. Repairing a specialty.
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DEPARTMENT

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FOR SALE.

FOR SALE.—Victrola Cabinet Gramo-
phone in excellent condition with 200
records. No reasonable offer refused.
For further particulars apply to Box
No. 688, c/o "China Mail."

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French, Music, shorthand and Type-
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Students with particular attention to
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WESTOVER-STEVENAGE. Within
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resided in the House of the Principal.
Individual care and attention. For
Particulars apply to:

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ALEXANDER'S INSTITUT DE
BEAUTE

For the best Permanent Finger and
Marcel Waves. Hair Cutting and
Manicure for Ladies and
Gentlemen.
Pedder Bldg. 1st floor. Room 5.
Tel. 25169.
Opposite entrance H.K. Hotel.

COMPANY MEETINGS

**UNION INSURANCE SOCIETY
OF CANTON, LTD.**
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
that the FIFTY-EIGHTH
ORDINARY YEARLY MEETING
of the Society will be held at its
HEAD OFFICE, Union Building,
Hong Kong, on FRIDAY, 29th
MAY, 1931, at 11 o'clock a.m., for
the purpose of receiving the Report
of the Directors and the
Statements of Account to 31st De-
cember, 1930, and of declaring
Dividends, etc.

THE TRANSFER BOOKS of the
Society will be CLOSED from
11th MAY to 29th MAY, Both
Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 2nd May, 1931.

**THE CHINA FIRE INSURANCE
COMPANY, LTD.**
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
that the SIXTY-SECOND
ORDINARY YEARLY MEETING
of the Company will be held at its
HEAD OFFICE, Union Building,
Hong Kong, on FRIDAY, 29th
MAY, 1931, at 11.15 a.m., for
the purpose of receiving the Report
of the Directors and the
Statements of Account to 31st De-
cember, 1930, and of declaring
Dividends, etc.

The TRANSFER BOOKS of the
Company will be CLOSED from
11th MAY to 29th MAY, Both
Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 2nd May, 1931.

AH KWAI

SHIP and HOUSE
PAINTER
GENERAL CONTRACTOR.

Formerly at
36, Pottinger Street
HAS NOW REMOVED
TO
62, LOCKHART ROAD,
WANCHAI.
Telephone 22049.

COMPANY MEETINGS

**BRITISH TRADERS' INSURANCE
COMPANY, LTD.**
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
that the SIXTY-FIFTH
ORDINARY YEARLY MEETING
of the Company will be held at its
HEAD OFFICE, Union Building,
Hong Kong, on FRIDAY, 29th
MAY, 1931, at 11.20 a.m., for
the purpose of receiving the Report
of the Directors and the
Statements of Account to 31st De-
cember, 1930, and of declaring
Dividends, etc.

THE TRANSFER BOOKS of the
Company will be CLOSED from
11th MAY to 29th MAY, Both
Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 2nd May, 1931.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received
instructions to sell by Public
Auction

ON

FRIDAY, the 29th May, 1931.

commencing at 10.30 a.m.

At the premises of "Pamela"
(Dressmakers & Milliners) Queen's
Road Central (St. Francis Hotel).

The Stock in Trade,

Shop Furniture & Fittings.

Comprising:—
Ready made dresses, coats, rain
coats, felt and straw hats, silk
stockings, underwear, dress
materials, slippers, powder boxes,
fancy articles, etc., etc.

Glass show cases, teak ward-
robes with bevelled glass doors, teak
chest of drawers, dress
cheval and large mirrors, carpet,
curtains, shop fittings, ceiling and
table fans, electric lights, etc., etc.

On View from Thursday, the
28th May, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, 28th May, 1931.

SPORT NOTICES

THE HONG KONG JOCKEY
CLUB.

Subscription Griffs and
Australian Ponies.

THE LIST of Subscribers to the
above will CLOSE at Noon on
SATURDAY, 30th May, 1931.

By Order of the Stewards,
C. B. BROWN,
Secretary.
Hong Kong, 14th May, 1931.

THE HONG KONG JOCKEY
CLUB.

NOTICE.

THE HALF YEARLY GENERAL
MEETING of VOTING MEM-
BERS will be held at the Club
House, Happy Valley, on WED-
NESDAY, 27th May, 1931, at 5.15
p.m.

All members are cordially in-
vited to attend and participate in
any discussion which may ensue.
AND NOTICE is hereby given
that an Extraordinary General
Meeting of the Voting Members of
the Hong Kong Jockey Club will
be held at the Club House on the
27th day of May, 1931, immedi-
ately after the half-yearly meeting
of the Voting Members when the
subjoined resolution will be pro-
posed:—

That Article 6 of the Articles
of Association of the Club be
altered by deleting therefrom
the words "Ordinary Members
may be unlimited in number"
and substituting therefor the
words "The number of Ordin-
ary Members shall be one
thousand and two hundred or such
greater number as the Voting
Members shall from time to
time determine."

AND NOTICE IS ALSO HERE-
BY GIVEN that a Further Extra-
ordinary General Meeting of the
Voting Members of the Club will
be held at the same place on WED-
NESDAY, the Seventeenth Day of
June, 1931, at a quarter past five
o'clock in the afternoon for the
purpose of receiving a Report of
the proceedings at the above men-
tioned meeting and of confirming
if thought fit as a Special Resolu-
tion the above mentioned Resolu-
tion.

By Order of the Stewards,
C. B. BROWN,
Secretary.
Hong Kong, 14th May, 1931.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 855
metres.

6-8 p.m.—European Programme
of Columbia Records kindly sup-
plied by the Anderson Music Co.
6-6.18 p.m.—Band Selections.
Petticoat Lane (A "Kosher" Medley)

(arr. Barry).
Russian Fantasy
(arr. Lang & Somers).

Debroy Somers' Band (1930).
Ivan Caryll Memories (Ivan Caryll),
Paul Rubens Memories (Paul Rubens),
Debroy Somers' Band (1932).

6.18-7 p.m.—Concert Items.

Song—
A Fairy Went A-Marketing
(Fyelman & Goodhart)
Dame Clara Butt, Contralto
(PBB).

Violin Solo—
Sicilienne and Rigaudon
(Francœur-Kreiser),
Arthur Catterall (1910).

Song—
My Sweetheart When a Boy
(Enoch & Morgan),
William Heseltine, Tenor
(1937).

Choral—
Loch Lomond (arr. Williams),
Studies in Imitation,
Barclay's Bank Male Voice
Choir (1931).

Piano Solo—
Prelude in G Sharp Minor
(Bachmann),
William Murdoch (1917).

Song—
She Wandered Down the Mountain
Side (Stephenson & Clay),
Dora Labette, Soprano
(1937).

Simon the Cellarer
(Bellamy & Hatton),
Roll On, Thou Dark and Deep Blue
Ocean,
Norman Allin, Bass (1937).

7.03-7.30 p.m.—From the Studio
—Lecture by the Rev. G. T. Walde-
grave, M.A., on "The Boy Scout
Movement."

7.30-7.48 p.m.—Pianoforte Solos.

Marche Militaire
(Schubert: arr. Tausig),
William Murdoch (1923).

(a) Waltz in A Flat (Brahms),
(b) Spring Song (Mendelssohn),
Liebestraum (Dream of Love) (Liszt),
William Murdoch (1924).

7.48-8 p.m.—Octets.

Memories of Tschakowsky
(arr. Sear),
The J. H. Squire Celeste
Octet (1919).

Second Movement from "Symphonie
Pathétique"
(Tschakowsky: arr. Robertson),
The J. H. Squire Celeste
Octet (1925).

8 p.m.—Local Time & Weather
Report.

8.03-10.25 p.m.—Chinese Studio
Concert.

10.30 p.m.—Close Down.

DEATH PENALTY.

First German Execution
Since 1928.

Berlin, May 2.

The world's oldest executioner,
the eighty-one year old Reichart,
carried out on Saturday, at Regens-
burg, the death sentence passed
upon Tetzner, whose torch murder
last year caused a sensation
throughout Europe and, it is be-
lieved, inspired the similar crime
committed in England by the notorious
Rouse.

Tetzner killed a tramp on the high
road and burned the body in an
automobile, thus staging an acci-
dent to enable his wife to collect a
heavy insurance. Tetzner who in
accordance with German law, was
beheaded, met his death boldly.

This was the first execution in
Germany since 1928, when the
Federal Government appealed to the
States to suspend carrying out death
sentences pending the passage of
the new Penal Code by the Reich-
stag. In view, however, of this
particularly foul murder it was de-
cided that Tetzner should pay the
penalty—an argument which is ad-
vanced also in the case of the
Duesseldorf vampire, Kuerten, who
will be guillotined at the end of the
month.

NESTLE AND ANGLO-SWISS MILK.

(Continued from Page 2.)

what advantage would accrue to
the shareholders from such a
course, which would naturally not
have the slightest effect on the
net profit to be distributed. If
times improved, and if they were
able to keep abreast of circum-
stances while extending their
business, shareholders would
doubtless have nothing to regret
in remaining faithful to the com-
pany and in giving them their con-
fidence.

The resolutions referred to in
the notice convening the meeting
were duly passed, and Messrs. H.
Berster and H. Gunther were
elected directors to replace the
late Mr. J. J. Kohler and Mr. B.
Rossler, retired. Messrs. L.
Dapples and J. Cuenod, whose
terms of office expired this year,
were also re-elected.

COMING ???



LLOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. "MONCALIERI"	June 4	June 17
S.S. "GANGE"	June 1	June 17
S.S. "CARIGNANO"	June 29	July 5
S.S. "VENEZIA"	June 29	Aug. 2
S.S. "PILSNER"	June 30	July 12
S.S. "TEVERE"	July 28	Aug. 9

† Outward voyage to Shanghai only.
† Passenger vessels with First, Second and Second Economic Classes.

Attention is called to the s.s. Gange which will make the journey Hong Kong/Italy in 24 days thus affording London passengers to arrive at destination in 26 days.

For Freight and Passages apply to:
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DODWELL & CO. LTD.
Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 9th June.
TAIYO MARU	Wednesday, 24th June.
CHICHIBU MARU	Thursday, 24th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 2nd June.
HIYE MARU	Tuesday, 30th June.
HEIAN MARU	Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 30th May.
HARUNA MARU	Saturday, 13th June.
KATORI MARU	Saturday, 13th June.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 27th June.
ATSUTA MARU	Saturday, 27th June.
KAMO MARU	Saturday, 27th June.
MANILA	Monday, 1st June.
TAIYO MARU	Monday, 1st June.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 11th June.
KAGA MARU	Thursday, 11th June.
HAKODATE MARU	Saturday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Wednesday, 24th June.
GINYO MARU	Wednesday, 24th June.
NEW YORK, BOSTON via Panama.	Sunday, 14th June.
TAKETAYO MARU	Sunday, 14th June.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa, Suez, Aden, Bombay, Calcutta, Rangoon.	Monday, 15th June.
DAKAR MARU	Monday, 15th June.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 29th May.
BENGAL MARU	Friday, 29th May.
PENANG MARU	Monday, 8th June.
SHANGHAI, KOBE & YOKOHAMA.	Thursday, 28th May.
DURBAN MARU	Thursday, 28th May.
TANGO MARU	Friday, 29th May.
HAKONE MARU	Friday, 12th June.

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Andes Maru	Thurs., 11th June
BIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Monterideo Maru	Fri., 20th June
BOMBAY via Singapore, Belawan Deli & Colombo.	Sumatra Maru	Wed., 3rd June
DURBAN, LOURENCO MARQUES, BEIRA, DAR- ES-SALAAM, ZANZIBAR & MOMBASA via Singa- pore & Colombo.	Chicago Maru	Fri., 5th June
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 5th June
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Tacoma Maru	Tues., 2nd June
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Kinal Maru	Mon., 1st June
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Atlas Maru	Sun., 14th June
JAPAN PORTS (Freight Ser- vice).	Merado Maru (under docking)	Thurs., 11th June
HAIPHONG via Hoihow & Pakhol (Fortnightly).	Hozan Maru	Sun., 31st May
KEELUNG via Swatow & Amoy (3 p.m. every Sun- day).	Canton Maru	Sun., 17th June
TAKAO via Swatow & Amoy (Fortnightly).	Dell Maru	Thurs., 4th June

For further particulars please apply to:
OSAKA SHOSEN KAISHA.
Telephone 28061.

BRITISH WUCHOW LINE

SAILING DATES FOR MAY, 1931 (Subject to Change).

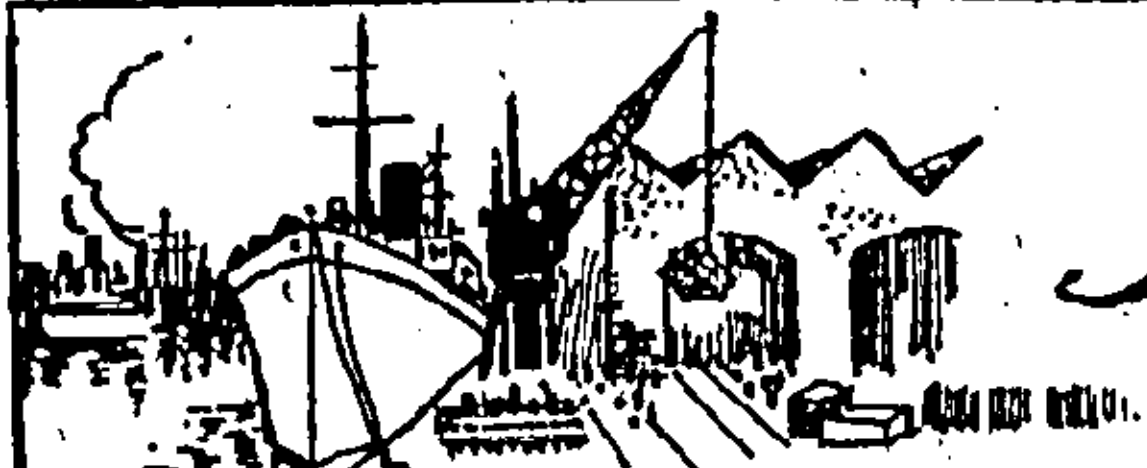
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
THURS. 28th	FRI. 29th	FRI. 29th	SAT. 30th

Ports of Call—Samshui, Shuangli, Takshing & Doshing.
Fares Return (not including meals) £18.00.
Meals and Wines are to be obtained on board.
Hong Kong Arrivals & Departures from Tai Ring Wharf.
For information apply to:
29, Cornsnaught Road, West.
Phone 28993.
SANG WO Co., Ltd.



Shipping Intelligence

JUDGE EXPRESSES BEWILDERMENT.

Comment on Case for Defence.

LOSS OF JUNK.

Bewilderment at the defence was expressed by Mr. Justice Sproule in the Singapore Supreme Court during the hearing of the action brought by Low Teck-sim, the Chinese junk owner, against the Straits Settlements Government and the Singapore Engineering Co., claiming nearly \$17,000 damage in respect of the loss of the junk and its cargo following its examination early in 1930 for contraband chandu.

Mr. E. A. Stevens assisted by Mr. C. Charlesworth appeared for the plaintiff; Mr. J. H. Pedlow (Solicitor General) and Mr. C. Smith for the second defendants. Ho You-pin 39, Cumming Street, motor-car repairer, said he had known the plaintiff since childhood.

Soon after plaintiff's arrival in his junk plaintiff came to see him and entered into an agreement whereby he was to carry bones (human remains) back to China. A vessel would come from China once in two or three years to do this.

Describing how he came to make a profit witness said relatives of a deceased person might give him \$50 of which he would give \$30 to the plaintiff, and about \$10 to the undertaker for a jar or box. His margin of profit was small as he also had to engage a broker to secure the district, to whom he paid commission.

In his opinion the plaintiff's claim for \$2,000 for the loss of the contract with him was not extravagant. In his opinion plaintiff would have made more.

This was the last witness for the plaintiff. Opening the case for the defence, the Solicitor General (Mr. J. H. Pedlow) said the position taken up by the Crown was that they denied negligence; or, if there was negligence, the Government were not liable because the shipway Company they employed were independent contractors.

Judge's Bewilderment.

His Lordship said he was still bewildered over this part of the defence. Who but the Government engaged the Slipway Company? The Slipway Company could hardly be called the plaintiff's agent.

Mr. Pedlow said the Crown's case was that the Slipway Company were engaged to do this expert piece of work and they had control of the work. If in fact there was negligence then it was the responsibility of the Slipway Company who in this matter were neither servants nor agents of the Government but independent contractors.

Discussing the question of damages the Solicitor General submitted nothing was done to mitigate the damage while to a certain degree, the damages were remote.

The Solicitor General then read the evidence of Mr. E. G. James, acting works manager of the Singapore Slipway Engineering Co., which had been taken by the Registrar in de bene esse.

Witness said he was told the junk was only carrying ballast. There was nothing the matter with the junk after unslipping. Though he had no work to do with her he inspected her outside in the slip and saw nothing wrong with her.

Usual Care Taken.

The junk was slipped and unslipped with the usual care and precautions taken in dealing with all craft.

Witness was sure no damage was done in slipping or unslipping the junk.

In answer to Mr. Pedlow witness said he did not know till afterwards what cargo the junk had. When he saw her she appeared to have no cargo. In fact looking at her floating there he thought she had no cargo in her.

In answer to Mr. Charlesworth witness admitted he had never slipped a junk like this before. He would slip one like her again with cargo again if he made proper arrangements.

If he had been told the junk was in cargo he would have examined her himself and made up his mind as to her slipping. If heavy it might damage the

ARRIVALS OF SHIPS.

Tuesday, May 26.
Katsura Maru, Japanese str., 3,527 tons, Capt. Yamamoto, from Moji, buoy No. A14.—Y.K.K.

Wednesday, May 27.
Dorry, Chinese str., 1,083 tons, Capt. J. Bruhn, from Saigon, buoy No. C1.—Chang Tong Ha.

Duisburg, German str., 4,374 tons, Capt. H. Eckhorn, from Shanghai, buoy No. A1.—Jebson & Co.

Empress of Asia, British str., 8,883 tons, Capt. L. D. Douglas, from Shanghai, Kowloon Wharf.—C.P.S.

Gange, Italian str., 6,762 tons, Capt. Nicolini, from Singapore, Kowloon Wharf.—Dodwell & Co.

Golden Wall, American str., 3,729 tons, Captain C. J. Anderson, from Swatow, Laichikok Anchorage.—States S.S. Co.

Halchun, British str., 1,284 tons, Captain E. Walker, from Foochow, Amoy and Swatow, Douglas Wharf.—Douglas S.S. Co.

Hajdis, British str., 1,141 tons, Capt. W. Lee, from Hongkong, Hok Uen Anchorage.—Wo Fat Sing.

Hozan Maru, Japanese str., 1,383 tons, Captain H. Oyama, from Swatow O. S. K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

STEAMERS' MOVEMENTS

The C.P.S.'s R.M.S. Empress of Asia (from Manila) is due here at 7.30 a.m. on June 3 (Wed.), and will berth at Kowloon Wharf.

The C.P.S.'s R.M.S. Empress of Asia will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe, Shimidzu and Yokohama at noon on June 6 (Fri.).

The C.P.S. R.M.S. Empress of Japan arrived at Kobe on May 28 (Thurs.) at 8 a.m., leaves Kobe on May 28 (Thurs.) at 4 p.m., and is due at Yokohama on May 29 (Fri.) at 10 a.m. She leaves Yokohama for Honolulu on May 30 (Sat.) at 3 p.m.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Gange are reminded to take delivery of their goods which will be subject to rent after June 2.

Proteus, Norwegian str., 1,025 tons, Capt. S. Larsen, from Saigon, buoy No. C3—Kwong Hang Hing.

Sancho Maru, Japanese str., 594 tons, Captain M. Tsuji, from Keelung, Yaumati Anchorage.—M.B.K.

Szechuen, British str., 1,594 tons, Capt. S. M. Barling, from Swatow, buoy No. B20.—B. & S.

Telhan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B14.—B. & S.

POST OFFICE NOTICE.

INWARD MAILS.

THURSDAY, MAY 28.	Tanda
Japan	Shanghai
Friday, May 29.	Amoy
Shanghai	London (Parcels, London, April 23) and
Amoy	Straits
London (Parcels, London, April 23) and	Japan, Shanghai & Europe via Siberia (Lon-
Straits	don, May 11)
Japan, Shanghai & Europe via Siberia (Lon-	SATURDAY, MAY 30.
don, May 11)	Shanghai and Swatow
SATURDAY, MAY 30.	Europe via Negapatam (Papers only, Lon-
Shanghai and Swatow	don, April 30)
Europe via Negapatam (Papers only, Lon-	Manila
don, April 30)	U.S.A., Honolulu, Japan and Shanghai (San
Manila	Francisco, May 1)
U.S.A., Honolulu, Japan and Shanghai (San	SUNDAY, MAY 31.
Francisco, May 1)	Dairen and Amoy
SUNDAY, MAY 31.	MONDAY, JUNE 1.
Dairen and Amoy	U.S.A., Honolulu, Japan and Shanghai (San
MONDAY, JUNE 1.	Francisco, May 8)
U.S.A., Honolulu, Japan and Shanghai (San	WEDNESDAY, JUNE 3.
Francisco, May 8)	Australia and Manila
WEDNESDAY, JUNE 3.	St. Albans

OUTWARD MAILS.

THURSDAY, MAY 28.	Yingchow	3.30 p.m.
Foochow	Hong Peng	3.30 p.m.
Straits	Empress of Asia	3.30 p.m.
Vanila	Kong So	4 p.m.
Samshui and Wuchow	Rosale Moller	Registration . . . May 28, 5 p.m.
Shanghai and *Europe via Siberia	Letters	 5 p.m.
FRIDAY, MAY 29.	Hai Ching	1 p.m.
Swatow, Amoy and Foochow	Haruna Maru	(Due Marseilles, June 28.)
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	G.P.O.	Registration . . . May 29, 5 p.m.
K.P.O.	Letters	 6 p.m.
Registration . . . May 29, 4.30 p.m.	Chung Kong	5 p.m.
Letters 4.30 p.m.	Tanda	(Due Brisbane, June 16.)
Tourane	Parcels	 May 29, 5 p.m.
Manila, Rabaul, Australia & New Zealand via Brisbane	Registration . . . May 30, 8.45 a.m.	Letters 10.30 a.m.
SATURDAY, MAY 30.	President Taft	(Due Victoria, B.C., June 16 and *Europe via Siberia.)
Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Victoria, B.C.	Parcels	 May 30, 3 p.m.
Registration . . . May 30, 4.15 p.m.	Letters	 5 p.m.
Straits and Calcutta	Tilawa	Parcels May 30, 4 p.m.
Amoy	Yuen Sang	5 p.m.
Manila	President Fillmore	5 p.m.
SUNDAY, MAY 31.	Kaying	9 a.m.
Bangkok via Swatow	Hozan Maru	9 a.m.
Swatow, Amoy and Formosa		

*Superficial—correspondence only.

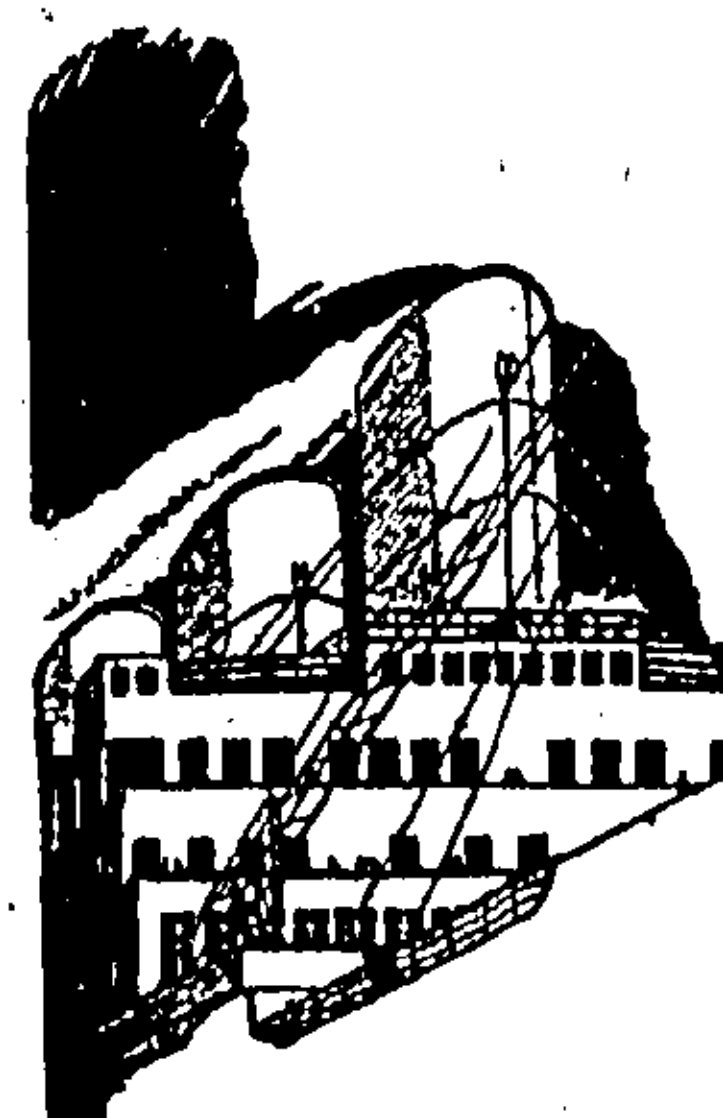
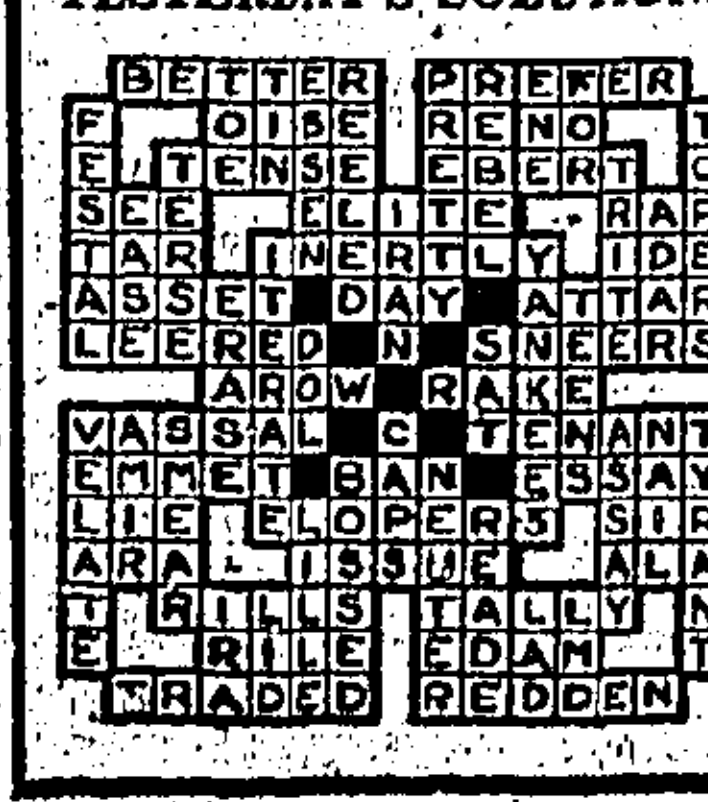
slip or even the junk if adequate arrangements were not made.

He enquired about the junk and was told by Mr. Goodford that she was in ballast. If she had had heavy cargo he would have had her partly emptied. It was easier to slip her light.

Mohamed, Sheriff, assistant supervisor in the Government Monopolies, giving evidence, revealed that they waited a fortnight for the arrival of the junk from China. She arrived from the direction of the Rio Straits.

This was not the normal route. The case was adjourned.

YESTERDAY'S SOLUTION.



For MANILA EMPRESS OF ASIA Sails 5 P.M. THURSDAY 28th MAY

The White Empresses are the largest and fastest liners on the Pacific.

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Fukuoka	Yokohama	Honolulu	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Asia	June 5	June 8	June 11	June 13	—	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 3	July 8
Empress of Russia	July 3	July 6	July 9	July 11	—	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	—	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	—	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	—	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	—	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	—	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	—	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	—	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	—	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 26	Nov. 28	—	Dec. 7

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

CANADIAN PACIFIC

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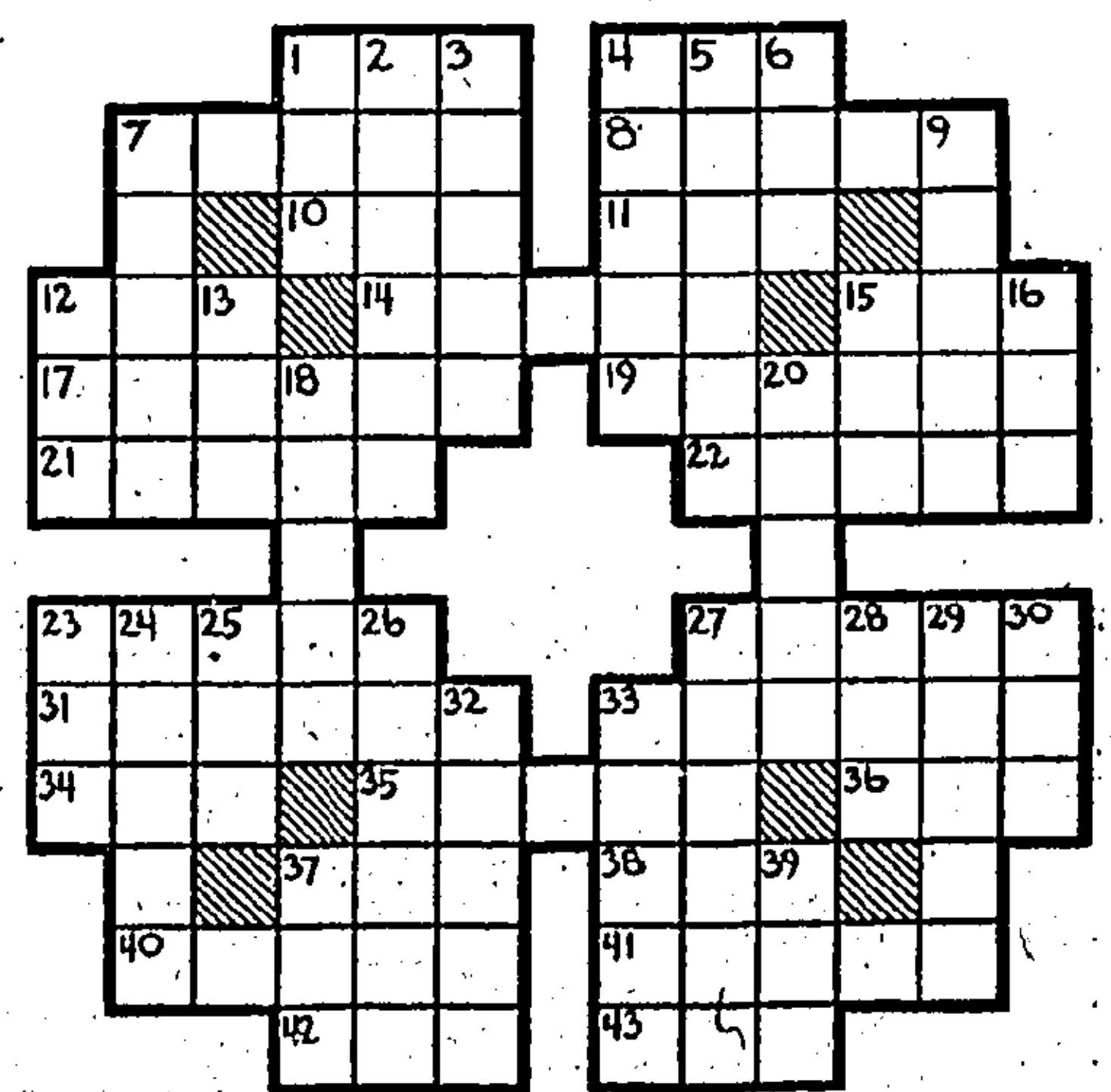
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THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Before	37-An evergreen tree	16-Temperature (abbr.)
2-To equip, as soldiers	38-A climbing shrub	18-Rub out
3-Chief of evil spirits	40-Faust	20-The whole sum
4-Kingdom	41-Wants	22-To get
5-Skill	42-Organ of sight	24-Fertaining to Asia
6-A month (abbr.)	43-Time period	25-A town on the Danube River in Wurtemberg
7-Metric land-measure		26-Weirdly (root)
8-appearing as if gnawed (bot.)		27-A precious metal
9-Preceding		28-Sick
10-Narrative		29-Approaches
11-Curved Indian pole		30-Attempt
12-Rest		32-A small bag for carrying money
13-Canonize		33-N. E. State of U. S.
14-Dormant		37-An expression of disapproval
15-A pale moth		39-Verily
16-Man's name (short)		
17-Pertaining to the country		
18-Place		

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
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AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*BURDWAN	—	1931.	
*KASHMIR	9,000	30th May	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
*RANPURA	17,000	6th June	Mars., L'bon, Hull, R'dam & A'werp.
*KASHGAR	9,000	20th June	Bombay, Marseilles & London.
*KAWALPINDI	17,000	4th July	M'selles, L'don, R'dam & A'werp.
*PERIM	7,700	18th July	Bombay, Marseilles & London.
*KHYBER	7,700	25th July	Marseilles, Havre & London.
*SOMALI	6,300	1st Aug.	M'selles, L'don, R'dam & A'werp.
*RAJPUTANA	17,000	8th Aug.	Hamburg, Rotterdam & Antwerp.
*PADUA	6,000	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,000	22nd Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
*CATHAY	15,000	29th Aug.	Marseilles & London.
*SUDAN	15,000	12th Sept.	Bombay, Marseilles & London.
*ITALYAN	9,000	19th Sept.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
*ITALYAN	9,000	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Port Swettenham.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Medival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	31st May	Singapore, Penang & Calcutta.
SANTHIA	8,000	17th June	Singapore, Penang & Calcutta.
TALMA	10,000	23rd June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	30th May	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	5,000	Noon	& Melbourne.
NELLORE	7,000	3rd July	
	7,000	1st Aug.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—15 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	1931.	
*KASHGAR	9,000	6th June	Amoy, S'hai, Moji, Kobe & Osaka.
*ST. ALBANS	5,000	6th June	Shanghai, Moji, Kobe & Yokohama.
*PERIM	7,700	6th June	S'hai, Moji, Kobe, Osaka & Y'hama.
*TAKADA	7,000	10th June	Shanghai, Kobe & Yokohama.
*KAWALPINDI	17,000	18th June	Amoy, Moji, Kobe & Osaka.
*SOMALI	6,300	18th June	Shanghai, Kobe & Yokohama.
*RAJPUTANA	8,000	27th June	Shanghai, Moji, Kobe & Osaka.
*SANTHIA	8,000	2nd July	Shanghai, Moji, Kobe & Yokohama.
*KHYBER	7,000	3rd July	S'hai, Moji, Kobe, Osaka & Y'hama.
*NELLORE	7,000	10th July	Amoy, Moji, Kobe & Osaka.
*TILAWA	10,000	17th July	Shanghai, Kobe & Yokohama.
*RAJPUTANA	17,000	17th July	Amoy, Moji, Kobe & Osaka.
*SANTHIA	8,000	30th July	Shanghai, Moji, Kobe & Yokohama.
*KARMALA	9,000	31st July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,000	1st Aug.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.
All cabins are fitted with Electric Fans on Pankas Louvre System free
of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
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Town Office: 41, Connaught Road Central, Hong Kong. Tel. 2049.
Shipping Office: 41, Connaught Road Central, Hong Kong. Tel. 2049.
Estimates furnished on application.
Hong Kong, April 1, 1931.

SHIP ON FIRE.

CAPTAIN AND CREW TAKEN
OFF.

Rugby, Yesterday.
Wireless messages intercepted
this morning from vessels in the
Bay of Biscay state that the Brit-
ish steamer Dunkwa is standing
by a Portuguese ship, the Corre-
tora Primeira, carrying a cargo
of gasoline, which is on fire from
end to end, following a series of
explosions.
The Dunkwa has launched a
boat and taken off the captain and
crew of the burning ship.—British
Wireless Service.

FOURTH DESTROYER FLOTILLA.

The Fourth Destroyer Flotilla,
commanded by Captain H. Hext
Rogers, M.V.O., O.B.E., in
H.M.S. Broke, is due to arrive at
its home ports on being with-
drawn from service in the Medi-
terranean. A new Fourth
Flotilla is to be constituted from
the destroyers of the "Beagle"
class built under the 1928 Navy
Estimates. Of the old Flotilla,
the Broke will relieve the Keppel
as seagoing tender to the R.N.
Engineering College at Keyham.
Five of the eight destroyers will
be prepared for service in the
Eight. Destroyer Flotilla on the
China Station, the Wren, White-
hall, Witch, Whitshed, and
Verity. The Amazon and Am-
buscade will be reduced to reserve
at Portsmouth and the Nore re-
spectively. The Volunteer will
join the Devonport Reserve pen-
ding being taken in hand for re-
tubing and transfer to the Main-
tenance Reserve at Rosyth.

CONSIGNEES.

LYOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer: "GANGE"
From TRIESTE, VENICE & PORTS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
2nd prox. will be subject to rent.
All claims against the vessel must
be presented to the Underwriter on or
before the 12th prox. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in Godowns,
where they will be examined on the
2nd prox. at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by

DODWELL & CO., LTD.

Agents.

Hong Kong, 27th May, 1931.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

May 28 to June 3, 1931.

DATE	HIGH WATER	LOW WATER
May 28	11. 55	11. 55
May 29	11. 55	11. 55
May 30	11. 55	11. 55
May 31	11. 55	11. 55
June 1	11. 55	11. 55
June 2	11. 55	11. 55
June 3	11. 55	11. 55

TRAVEL A.O. LINE

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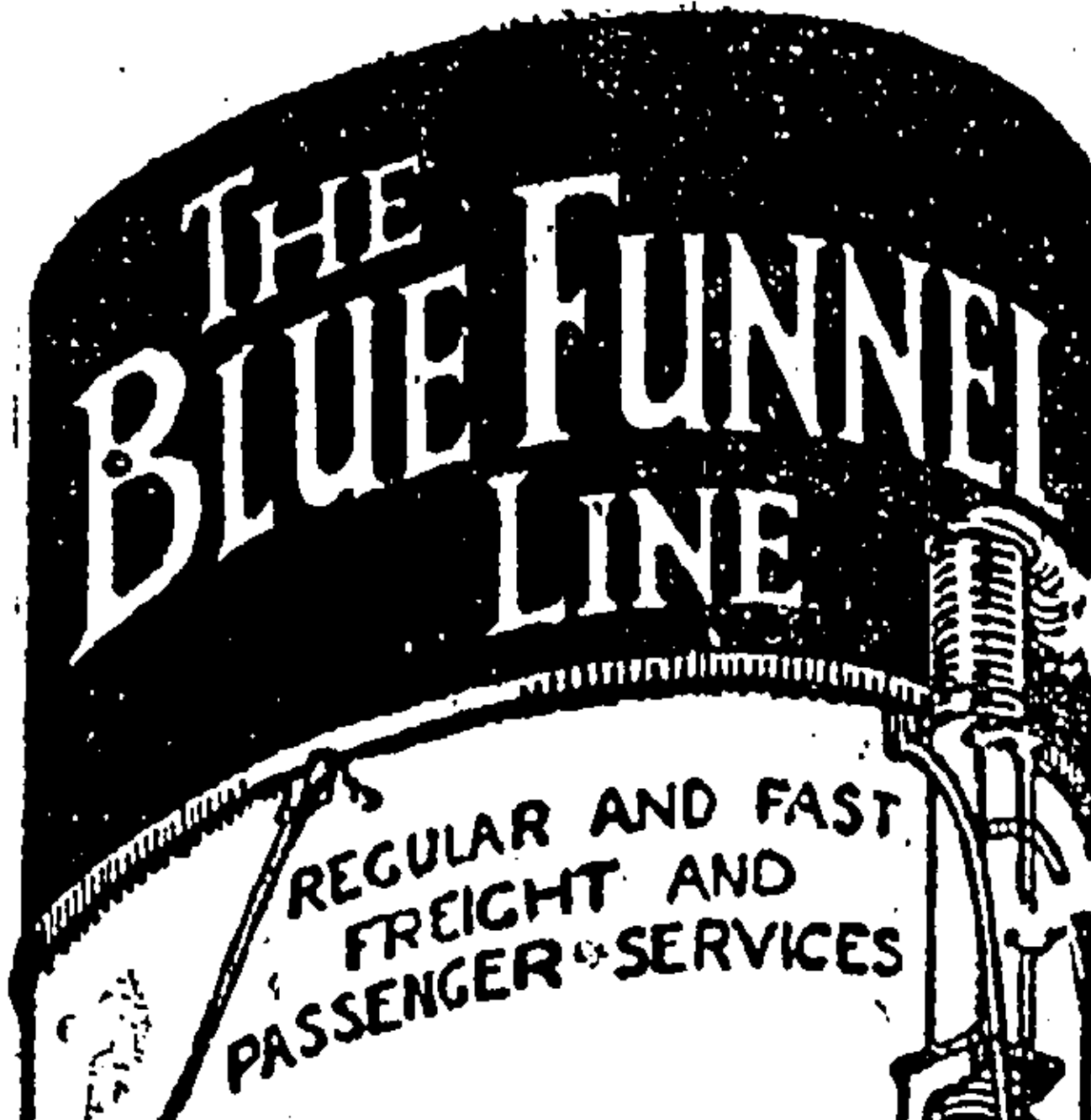
STEAMER: Date Hong Kong, Leave Hong Kong, Leave Manila, Date Sydney

CHANGIE: 1st June, 1st June, 1st June, 1st June

TAIPING: 1st June, 1st June, 1st June, 1st June

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LONDON SERVICE.

*BARPEDON" 10th June For Port Said, Marseilles, London,
Rotterdam, Hamburg and Glasgow
*ACHILLES" 23rd June For Port Said, Marseilles, (Ambrance,
London, Rotterdam and Hamburg

LIVERPOOL SERVICE.

*THESSEUS" 2nd June For Port Said, Havre, Liverpool and Glasgow
*MERIONES" 21st June For Port Said, Genoa, Havre (P. I.)
and Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

*PROTESILAEUS" 23rd May For Victoria, Vancouver & Seattle
*IXION" 27th June For Victoria, Vancouver & Seattle

INWARD SERVICE.

*PATROCLOS" Due 20th May For Shanghai, T'ao, Wei-hai-wei,
Taku, Chinwangtao and Hairen
*ADRASTUS" Due 30th May For S'hai, Moji, Kobe and Y'hama

Also cargo steamers with limited passenger accommoda-
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ARRIVALS.

Per s.s. Empress of Asia on

May 26:—

Mr. L. Baker, Mr. E. W. Estey,
Mr. I. H. Geare, Mr. K. E. Greig,
Dr. A. Pennington, Mr. John
Barwick, Mrs. J. Fulker, Mr. and
Mrs. W. L. Gerrard, Mr. E. L.
Hall-Petch, Mr. H. S. James, Hon.
Dr. and Mrs. R. H. Kotewall, Col.
and Mrs. F. C. Larmour, Miss K.
Murphy, Mr. G. M. Remedios, Mr.
E. F. Wills, Miss E. Lucas, Dr. B. B.
Malves, Sister St. Laurent, Sister
St. Bernard, Sister Ste. Agathe,
Miss G. Stedell, Mr. and Mrs. R.
Der, Miss Der, Mr. B. Joe, Miss L.
Page.

DEPARTURES.

Departed per m.s. Asama Maru
for San Francisco and Los Angeles
via Shanghai and Japan ports, on
May 27:—

Major A. H. Hewson, Mr. L.
Aoyang, Mr. W. T. Stanton, Mr.
Chester B. Morrison, Mr. I.
Shiragashi, Mr. G. Imeson, Mr. J.
Ban, Mr. H. Honda, Mr. and Mrs.
Alba, Mr. N. Sugimoto, Mr. H.
Sone, Mr. K. Takui, Mr. R. Fuku-
watarai, Mr. H. Tezuri, Mr. S.
Matsunaga, Mr. H. Kiyoto, Mrs. S.
Yoshimoto, Mr. M. Takeuchi, Mrs.
Z. Inaoka, Mr. K. Namikawa, Mrs.
and Mrs. Elmer Gormsen, Mr. F.
Strahan, Mr. K. Warita, Mr. New-
lands, Mr. and Mrs. M. W. Vanghn,
Mrs. Yano and daughter, Mr. Bern-
hard Zippea, Mrs. S. Iida and two
infants, Mr. J. Kosuga, Mr. and
Mrs. Samuel Jordan Buckingham,
Mr. J. Faber, the Hon. Mrs. A. G.
Hewson, Miss E. Tisneer, Miss
L. B. Hosking, Mr. U. S. Jester, Mr.

and Mrs. J. C. Stork, Mr. G. Dieck-
mann, Mr. and Mrs. J. D. Atkinson,
Mr. Miguel Gonzales, Miss Matecla
Ibs, Mr. and Mrs. James L. Clark,
Mr. E. H. Eckert, Mr. and Mrs.
G. S. Kennedy Skipton and infant,
Mr. Jose Valdez, Mr. Adolf Roensch,
Mrs. J. H. Kane.

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The following British warships
were in harbour to-day:—

Bruce—South wall.
Hermes—No. 1 buoy.
Odin—In dock.
Otus—In dock.
Seamew—In dock.
Sirdar—West wall dock.
Sterling—West wall dock.
Tamar—Basin.
Thracian—In dock.

Foreign Men-of-War.
Henderson—American transport.
Mindanao—American gunboat.

ACROSS THE PACIFIC

IN 16 DAYS

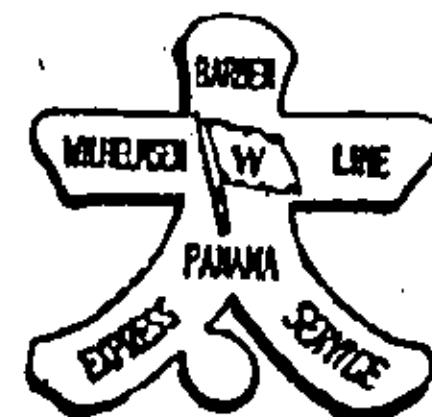


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voyage a complete round of
every convenience to make your
pleasure...and it costs
no more to travel
this fastest route
across the
Pacific.

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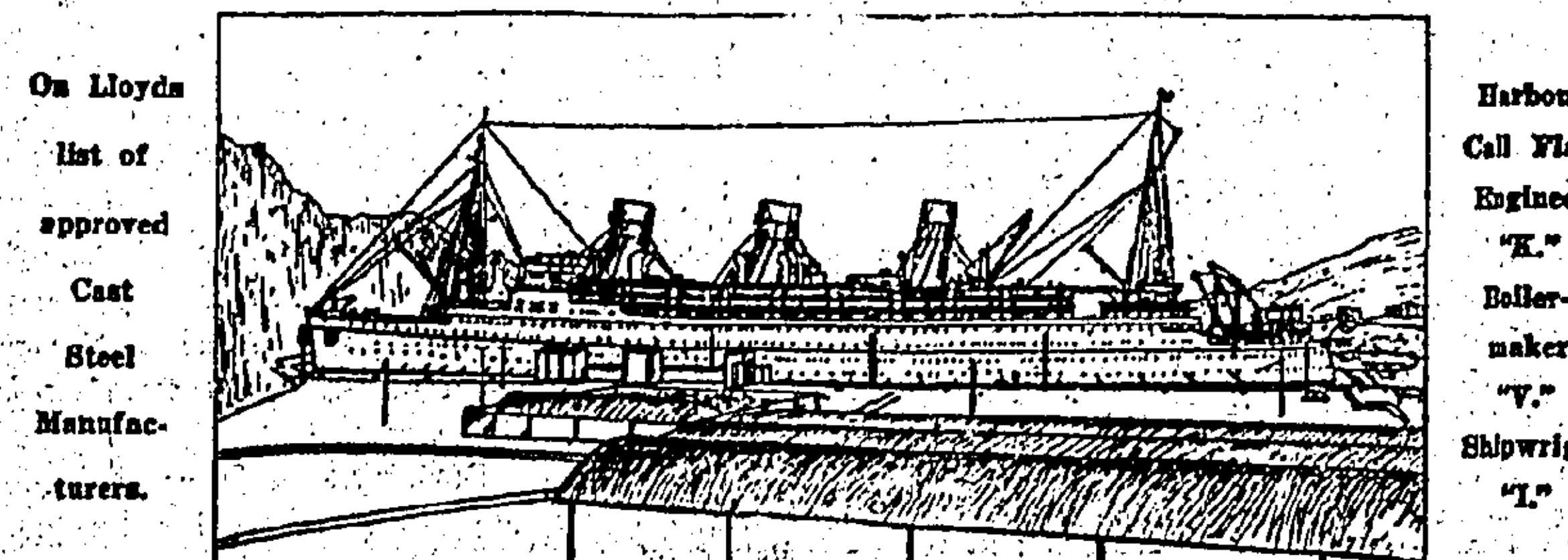
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Call Signal T.H.Q. Shearlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition.

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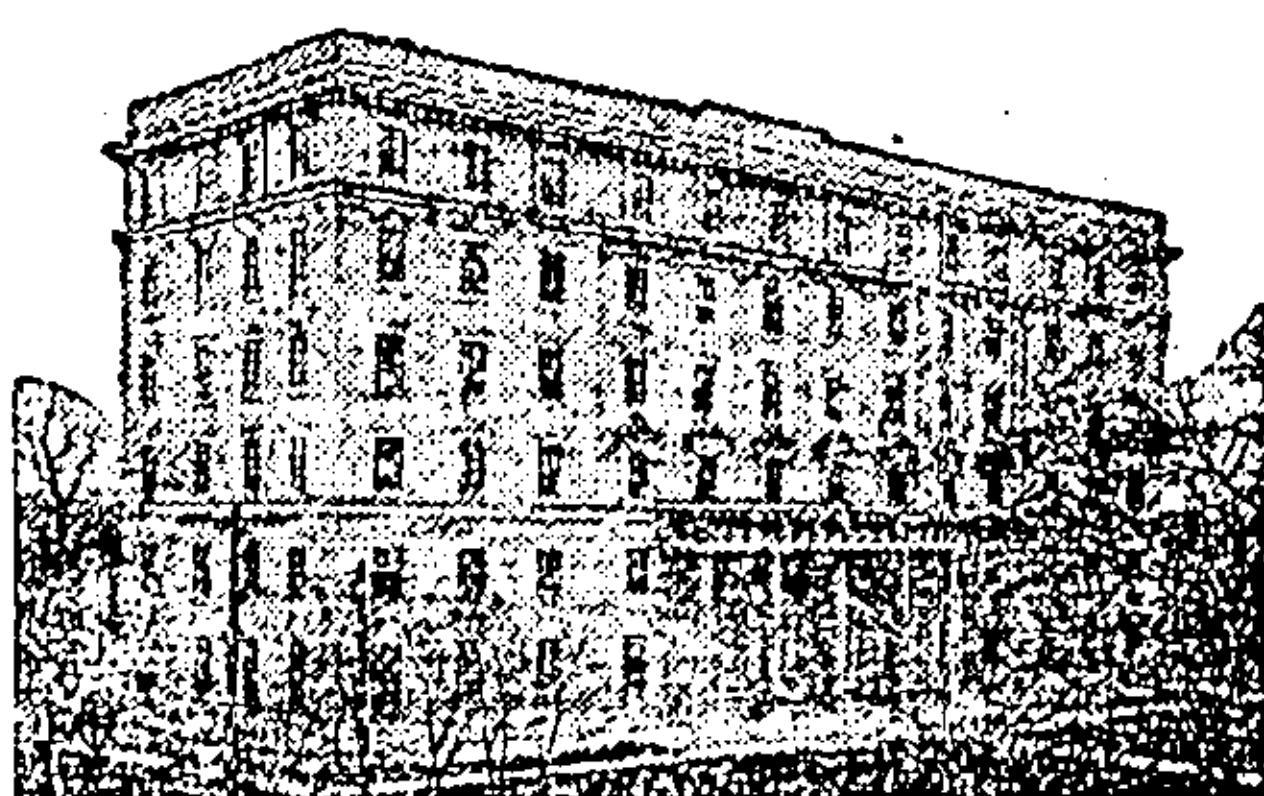
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There is no surer method to preserve your clothes during the Summer than Genuine Dry Cleaning and Sealing in a Moth Proof Bag.

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\$13.50

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WHITEAWAY LAIDLAW & CO., LTD.

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Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$19, payable in advance.]

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London Offices:—S. H. Bywaters & Co., Ltd., 7, Garrick Street, London, W.C.2.

Hong Kong, Thursday, May 28, 1931.

A Land of Turmoil.

China is again on the verge of civil war, which this time promises to be on a much larger scale than previous conflicts. The South is arming rapidly for an advance upon President Chiang Kai-shek's forces and it is likely that a punitive expedition will be despatched in the near future. The term "punitive force" actually has no meaning, for Chiang Kai-shek, whatever his weaknesses or mistakes, has the right to remain in office so long as his followers continue to support him. That he should, at the request of a movement which is by no means national, tender his resignation as the head of the National Government, is both unlikely and unreasonable. Although to the foreign observer it is not perfectly clear what Chiang Kai-shek has done to deserve the rancour, enmity, apostasy, and rather underhand desertion by certain members of his Government which have characterised the present revolt, it is significant that a not-unimportant section of political thought in China has found his regime unsatisfactory and not in the true spirit of Dr. Sun Yat-sen's principles.

During the period of his leadership, it is true, China has gone through severe phases of economic depression, famine, internecine war, and strained foreign relations, but most of these phenomena were inevitable, and were the indirect result of causes which began in the wake of the Communist risings. Judged from

an international point of view, however, Chiang's leadership has been far from satisfactory. His foreign policy, guided by that astute and ambitious diplomat, Dr. C. T. Wang, has been unfriendly and short-sighted. His endeavours to hustle the "foreign devils" out of China without even safeguarding their rights, to impose the unfair conditions of an immature legislation upon people who have built up his country and whose capital has largely been the means of assuring him an ample income, have all been eyed with disfavour by the foreign Governments. It would not be entirely true, in fact, to state that President Chiang has been a friend of China's foreign helpers, or that he has shown any gratitude or even justice to the great firms who have established factories and manufactures and big industrial enterprises in his country.

The new faction, on the other hand, promises to entertain friendly relations toward the outside Powers and such a cordial overture as this cannot be lightly regarded by those who entertain for the Canton powers—that be the belief that they will be victorious in the forthcoming campaign. It is not for a foreign nation, still less for a foreign newspaper, to take sides in any political conflict which may arise in China. The majority of foreigners will most earnestly deplore the fact that China is still unable to settle her differences once and for all by pacific means; that she must shed innocent blood and lay waste a productive and industrious land in order to achieve the ideal of a few political leaders. On the other hand, it must be realised that the state of her political affairs has long been unstable and unsatisfactory, and that whilst opinion is divided on the vital question of the policy to be laid down and followed by China, peace and security are matters of far-distant probability.

Whichever side is victorious, whether by peaceful or belligerent means, we trust that the motives of her political leaders are unselfish and based upon the desire for the ultimate prosperity and unity of the country. The experience of so many wars in China in the past has proved, unfortunately, that they owed their origin largely to political jealousy, the desire for gain, or ambition for high office. Motives such as these can never lead China to anything but chaos and decline, for war then becomes an instrument of gain. If, however, there is a party in China whose

sole aim is the unification and prosperity of the country, friendship and co-operation with foreign Powers, and the desire for a sound and long-sighted policy of reorganisation, then it will be welcomed by the Powers with outstretched hands.

News in Brief.

The Hon. Dr. Kotewall and Mrs. Kotewall returned to-day by the Empress of Asia.

The Netherlands Indian Government has declared Amoy to be an infected port on account of plague.

The lowest open air temperature yesterday was 75 degrees. The humidity was 79 at 10 a.m. and 80 at 4 p.m.

One case of typhoid fever, one case of cerebro-spinal meningitis, and one case of puerperal fever were notified yesterday. All were Chinese.

The management of the Hotel Cecil wish to inform their patrons that owing to the hot season prevailing no dinner dance will be held until further notice.

A year ago yesterday the Colonial Secretary (the Hon. Mr. Wilfrid T. Southern, C.M.G.) laid the foundation stone of the new Union Church building in Kowloon.

The Indo-China Steam Navigation Co., Ltd., advertise that the fiftieth ordinary general meeting will be held at the offices of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., on June 17, at noon.

While attempting to alight from a Kowloon Motor Bus at 9.10 p.m. yesterday an unknown Chinese, aged about 20 years, fell and fractured the base of his skull. He was removed to the Kowloon Hospital and is in a serious condition.

Falling from a height of 26 feet down a dry dock in the Royal Naval Dockyard on his return to work yesterday Wu Ping (60), a ship's fitter, received injuries to his back and head. He was conveyed to the Government Civil Hospital, where his injuries were pronounced to be not serious.

The Committee of the Sailors' and Soldiers' Home gratefully acknowledge the receipt of the following donations, forwarded in response to the recent appeal for funds:—G. R. Sayer, B.A., \$10; S. Jarvis, \$10; A. Murdoch, \$25; Alphonse J. Hunt, \$25; Miss Norah Stone, \$25; Lo Chung Kue, \$20. Total \$116. Further donations are earnestly solicited.

In connection with the affair which took place on the Kowloon Wharves, in which a coolie received severe internal injuries as the result of a fracas, Yeung Wing-lap, the alleged aggressor, was at the Kowloon Magistracy to-day remanded for 48 hours in Police custody, after being charged with causing bodily harm. The injured man is still in a serious condition.

In the Taiipo Magistracy yesterday, Mr. T. Megarry (District Officer North) sitting as Coroner with a Jury, conducted an enquiry into the death of Chan Kau, aged five years, who was knocked down by a demonstration motor car, on the Main Road near the P.W.D. Depot at Castle Peak on April 25. The lad was taken to the Kwong Wah Hospital, and succumbed to his injuries on April 26. The jury returned a verdict of "Accidental Death."

THE COLOUR BAR.

Removal of the colour bar was discussed at a meeting presided over by Sir Francis Younghusband to inaugurate a joint council to promote understanding between white and coloured people in Britain.

Mr. Charlie Roden Buxton, M.P., said that it was impossible to ignore the rising tide of nationalism among the coloured people. The remedies were co-operation and cessation of exploitation.

According to Dr. J. H. McFarland, President of the American Rose Society, "there exists in Ontario an admirable condition of rose-mindedness which is not ordinary, and which, indeed, I have not met elsewhere in America." The quotation is from the introduction of a two-page description of rose conditions in Ontario, as published in the 1931 edition of the American Rose Annual. Dr. McFarland was for three days last June the guest of the Rose Society of Ontario, on a tour of Ontario rose gardens, under the direction of Paul B. Sanders, of the horticulture department of the Ontario Agricultural College, and reference is made, in the article, to the excellent condition of the rose beds at the College as well as in gardens visited in several Ontario cities.

CAUSE OF RAILWAY DISASTER.

Water Undermined the Embankment.

SUGGESTED ALTERATIONS.

The inquiry into the K.C.R. disaster was continued before Mr. E. W. Hamilton, sitting with a special Jury, at the Kowloon Magistracy yesterday afternoon.

Replying to a question by the Coroner, Mr. C. D. Lambert (Chief Mechanical Engineer) said that the joining of steel and wooden coaches was executed in Britain. All the coaches they had here had steel under frames.

Evidence by Mr. C. J. Wardell, engineer, P.W.D. was to the effect that he was satisfied with the arrangements at the waterfall and at No. 3 tunnel. He attributed the accident to an abnormal rainfall, which caused the water to flow over the wall and undermine the embankment. He was of opinion that there must have been a heavy rainfall for half an hour and the flow over the wall for a quarter of an hour. They were taking steps to prevent a similar occurrence. He considered that the wall should be raised and the slope of the bank pitched in masonry and cement mortar. The "cut" also would have to be widened and some of the boulders removed. He considered that these alterations were sufficient, in normal circumstances and without an unforeseen catastrophe, to prevent a recurrence of the disaster.

Mr. G. A. Walker informed the Coroner that the engine driver had left hospital last Friday.

The hearing was adjourned until this afternoon.

EYE-MAKER'S QUEER JOBS.

Fitting Out Idols and Mascots.

UNUSUAL WORK.

How would you like to spend your days making artificial eyes for people, mascots and dolls? That is the unusual work carried on daily over a small shop in New Oxford Street, London.

This strange business has been in existence for 150 years. The present manager is the great-grandson of the founder of the firm, and he has a young son and daughter helping him.

Many famous people have come to this eye-maker in despair and gone away overjoyed. His visitors' book contains signatures of society leaders, a popular cricketer, war heroes and an American millionaire.

Many women have been thankful to him for his artistic and realistic reproductions of their eyes. His artificial eyes are so convincing that even in a photograph no difference shows between the real eye and the artificial eye.

America, curiously enough, has no maker of artificial eyes. Americans import from Europe all the artificial eyes they need.

This eye-maker comes across many interesting people in the course of his day's work.

Stopping His Tears.

There was the man who could not leave off crying through an unusual activity of the tear gland. The eye expert perfected a most ingenious little arrangement on the spot to enable the man to face the world dry-eyed.

Once a ship's steward came to him with a blind eye on which the surgeon had decided it would be dangerous to operate. The cunning eye-maker managed to fix a realistic artificial eye over the blind eye.

Then there was a girl whose appearance was entirely spoiled by a crude imitation eye. The eye-maker soon put that right, for his eyes are an exact counterpart of the real thing, down to the tiniest veins. The pupils even contract and dilate as the natural eye would.

Some of the orders, which reach the maker of eyes are extremely amusing.

One man came in for a pair of large, fiery red eyes for a silver dragon mascot, which was to protect his car.

An even stranger request came from two Indians. They asked the eye-maker to devise a pair of sparkling eyes "suitable" for a statue of Buddha in their native temple. These eyes were duly executed, and the god's precious jewelled eyes stored in a safe place, to be brought out on holidays and high occasions.

PAYING FOR THE PHONE.

Curious Provision in a Will.

RECIPIENT PUZZLED.

A curious provision is contained in the will of Mr. Arthur Knowles Legg, a Leeds man, who died leaving estate of £14,022. He left:

The income from £400 upon trust to Ellen Pilling, "for life or for so long as she shall have a telephone installed in her residence."

In addition, the will provided for Ellen Pilling £30 a year and two mortgages of £700 and £700 respectively for life.

Mrs. Ellen Pilling, the recipient of this unusual legacy, in conversation with a Press representative, expressed herself as completely puzzled by it.

Mr. Legg was a great personal friend of her husband, who died during the war. He came to their house in Leeds on a visit, and, she remarked, was apparently so comfortable that he decided to stay. He made his home with them.

So far as the legacy for the upkeep of her telephone was concerned, she said: "I have never heard anything quite so funny before, and I don't in the least understand it. 'I have always had a telephone ever since I came to my present house thirty years ago. Mr. Legg used my telephone extensively for business purposes, but he must have thought very highly of it, although he never said a single word that would make me think so. 'I remember once remarking to him that I thought I would give it up, but his reply was, Oh, I should not do that. Whatever would you do without it?'"

"He certainly appreciated the telephone, especially in the months before he died, when it would have been difficult for him to go to town to transact business every day. He used the 'phone instead, and it saved him a great deal of travelling."

"But to make a special bequest of this nature has taken me completely by surprise. Some Strange Wills. Remarkable provisions in some recent wills are:

£300,000 for the Ontario woman who in ten years' time was the mother of the greatest number of living babies. £250 to grand-daughters, contingent on their being able to speak and write the English language fluently before they were 15. Two daughters to be provided, while unmarried, with a costume each every two years, and an overcoat every three years. Wife bequeathed 3½d for the purchase of a halter, "which, I trust, she may make use of without delay."

"Daughter's income from £1,000, 000 will have to cease if she kept, ran, or became interested in the keeping or running of racehorses. To a wife "who has ceased to reside with me, the sum of 1s. and the cracked bowl she left me." To a mule a 27-acre tract of land and a £400 bank account.

BEEES INVADE CHURCH.

Minister And Congregation Take Flight.

Divine worship has been indefinitely suspended in the small township of Agnes Banks, near Richmond, New South Wales, owing to the church building being occupied by two large swarms of bees.

While a service was in progress recently the bees, undeterred by the singing of hymns, swarmed into the church and worried the organist to such an extent that she was forced to leave the instrument and take a place among the congregation.

The bees were determined to take possession, however, and they were soon attacking members of the congregation, who fled in dismay. The minister endeavoured to stay in the building, but the attentions of the bees forced him to join the congregation, still in his clerical robes, outside the church.

The bees are still in triumphant possession, and so far all efforts to dislodge them have failed.

Ten Years Ago.

[From the "China Mail" of May 28, 1921.]

Today's dollar is worth 2/6½.

A record season for football is anticipated this year. Over 250 matches have been arranged under the auspices of the Hong Kong Football Association. For the 25 weeks of the season, this shows an average of 10 matches a week. In Division 1 of the League, 73; in Division 2, 138; in the United Service League 48; and in the Hong Kong Football Club Challenge Shield 8 matches have been arranged.

THE LOG

Of The "TRADER HORN" Expedition.

by W. S. Van Dyke
Exclusive to the "China Mail"

Murchison Falls, Uganda,
June 17.

This afternoon, being one of leisure, I have myself to a careful study of the home life of the African insect. We have succeeded in completing all our filming at this location with the exception of the crocodile pool which is still in the process of construction and will not be ready for another four or five days. In the meantime we have nothing to do but keep fresh built in the pool and pray for clear weather on the day when the crocodiles are all assembled and everything is ready for the cameras.

It is a sad but true fact that one who travels in Africa must become acquainted with the insects abiding therein regardless of one's personal views on the subject. They refuse to be ignored. I, for instance, had been sent to Africa to make a picture, not to study entomology. And yet I had been in the country but a few hours when I was devoting ways and means whereby I could impede the progress of the African mosquito in his search for provender. Ever since I have become increasingly interested in the daily movements of the various many-legged friends who sport so playfully about one's face and neck and drop so coyly into one's morning tea. And in my studies I have yet to find an insect that does not bite. There may be some in Africa, but they have refused any association with me.

A Wasp's Nest.

When I sat down to the typewriter this afternoon, for example, I was puzzled to find that the lower row of keys would not function. Turning the machine over, I saw to my great horror that a wasp had constructed his nest inside the key rack. Even as I looked, there began a great buzzing and fluttering in the mud ball and an enormous wasp—at least two inches long—flew out directly into my face. He had done me the honour of de-



Mrs. Diggs: "So Mrs. Climber has become a vegetarian."
Mr. Diggs: "Poor Climber—butterer stopped his credit, too, I suppose?"—Bulletin, Sydney.

signing to build in my typewriter and I had been so unappreciative as to question his right to the property. Well, he would show me who owned that house!!

I succeeded with some difficulty in driving him out of my tent with a fly swatter and destroying his nest which was attached to the most vital parts of my machine with a substance which I took to be cement. For the rest of the day the same wasp insisted upon returning to the scene of the disaster, taking a sorrowful look at the site of his erstwhile residence and then steering a course for my right eye, veering at the last moment, but leaving my mind shattered and unfit for further work at the typewriter.

The Tsetse Fly.

In the moments of boredom between visits from the wasp, my friend the tsetse fly did his best to keep me occupied. He is an animal—no insect could bite like he does—very much faster, lights without arousing his victim's notice, and drives a quarter-of-an-inch-long lance into one anatomy at any spot, clothed or otherwise, before one can kill him. It is a foolproof combination. You can't feel him until he stings and then it's too late. And it's next to impossible to hit him even if you see him light.

On the wing the tsetse fly makes a sharp humming noise, much the same as a noisy house fly, so that until he comes to rest there is no method of determining whether or not danger is abroad. When he does pause for a moment, however, it is an easy matter to identify him by the fact that his wings overlap and lie flat on his back in a straight line, one on top of the other.

A Chance in a Thousand.
In this particular district surrounding Murchison Falls, there is alleged to be about one chance in a thousand that the tsetse fly that has just finished biting you is a carrier of Sleeping Sickness. Each of us has been punctured at least fifty times in the two weeks we've been here, but it will be eight months before the symptoms of the disease

appear. Like the suicide said as he fell past the twelfth story of the building, "So far, so good."

To spend a minute seated in the shade of a tree here is to breed a multitude of bites on your neck and hands. A small variety of ant spends its life dropping from the branches of any and all African trees and falling onto the exposed portions of those seated below. His first impulse is to chew the offending human to bits—an operation which he performs with thoroughness and alacrity.

The only retreat from the variety of bites which make up a day in Africa is to retire into the mosquito net. To date no effective method of combating this defensive has been evolved by the insects of the camp. I am anticipating nightly the formation of an alliance with some camp bed-bugs who can be imported to carry forward the good work of the mosquitoes, flies and wasps.

I have failed to conclude in this, my life work on entomology, any reference to a thousand other insects who have left their marks upon me whose identity I have failed to recognize, or whose names I didn't quite catch. There is a variety of white ant, for instance, and a small spider, and a yellow jacket. I shall leave them to the gentlemen who come here expressly to see them and remain, as we say in Hollywood, in my own department.

To-morrow, God willing, I shall depart down river to try my luck at hunting big game. By the kindness of Pete Pearson, the game ranger who was with us until yesterday, I have been granted permission to kill occasional game in the preserve. No telling what we'll find. There is an abundance of elephant, buffalo, and hippo in the vicinity and I will depend upon Major Dickinson, one of the white hunters, to direct me to it.

Flame of Popularity.

Murchison Falls, Uganda,
June 19.
To-day I am basking in the dying embers of a flame of popularity which occasioned my return yesterday from a hunting expedition. I killed a buffalo.

We left camp—Major Dickinson and I with our gun bearers—directly after breakfast. Throwing a few provisions in the native canoe which furnishes our only mode of transportation here, we paddled downstream about a mile and a half below camp, landing finally at a bit of well-trampled beach which gave every evidence of being a game trail. After tying up the boat we set forth into the jungle, keeping our eyes on the animal spores under foot and listening for the sound of breaking timber-harbinger of the mighty elephant.

We had gone a mile or so inland, through country intersected with game trails and covered with thorn brush, low trees and elephant grass, and I was beginning to thrill with the knowledge that I was probably the first human—unquestionably the first white man—who had ever trod that soil, when, very casually, my gunbearer gripped my arm and whispered "Buffalo." Perhaps that doesn't sound very breath-taking, and it is only because it was one of the last things in the world we intended to find that it gave me such a start. We had seen elephant tracks, and we knew that the country was full of hippos, leopard, buck and lion but nobody, not even Pete Pearson, would agree that there was buffalo within five miles or more of camp.

Preparing to Charge.
Dickinson, who was a few yards behind me, had seen the animal at the same time as the gunbearer. He walked up to me, handed me a .375 rifle and pointed off to my right. There within twenty yards stood an enormous bull buffalo, looking directly at us, preparing to charge. Without further delay I brought the rifle into position, drew a bead on a spot between his eye and ear and blazed away. Almost as I did so, Dickinson let go with his rifle and the bull dropped in his tracks. We walked over to him at once and fired another shot into his head which precluded any possibility of his being alive. The whole proceeding had taken so little time that I hardly knew what was going on. The animal had been lying on the ground asleep, and had been aroused by the noise of our approach. Had we not seen him, it is more than possible that he would have charged us at once and our chances of placing a killing shot would have been small indeed. Luck had been with us.

Dickinson bent over the carcass and decided, perhaps charitably, that my shot had killed him. Just before he had entered his head just behind the right eye and had apparently pierced the brain. One other shot had gone through the

ROUND THE CINEMAS

SIMULTANEOUS FILM FOR THREE CINEMAS.

"TRADER HORN"

The first American travelling expedition ever granted permission to penetrate the Murchison Falls region of the Uganda Protectorate of Africa was the motion picture unit which filmed "Trader Horn." Metro-Goldwyn-Mayer's talkie version of the noted adventure book showing to-day simultaneously at the Queen's, Star and World Theatres.

Sir William Gowers, governing director of the Uganda Protectorate, granted the unusual request of Director W. S. Van Dyke, who found the trip necessary to the success of the production because of the abundance of crocodiles, hippos and elephant herds in this area.

The difficulty of getting permission to travel through this section of Africa lies in the fact that the Murchison Falls region is notorious as a breeding place for the most violent form of African sleeping sickness.

"THE BIG TRAIL"

There is not a scene in Raoul Walsh's Fox Film, "The Big Trail," that is not founded on fact. The little less than two hours it takes to see and hear this truly epochal re-enactment of the march of the

(Continued in next Column.)
shoulder between the eyes. We ordered the boys to bring the animals along and started for camp. Arriving at our landing, a crowd had gathered, anxious to hear the story of the hunt, the results of which they had been able to see in the boat as we came toward shore. I had no sooner jumped out of the boat and started for my tent when I felt myself swept off my feet and hoisted on the shoulders of three of our personal "boys"—my own among them.

Carried to the Centre.

Without comment they carried me to the centre of camp where were gathered all the other natives in our party, each carrying a small branch, and swaying to the rhythm of a chant which was being led by Rencho, dressed in a grass suit. The crowd had formed into ranks of five or six each, led by a sort of drum corps which kept perfect time to the singing by beating old coffee tins and pieces of wood together. The dance itself is actually nothing but a combination of a shimmy, a Charleston and a black bottom. The asari boys, members of one tribe, led the parade with a well-executed musical comedy stamp. Following them came the porters, mostly Kikamba tribesmen, who danced a shimmy with Charleston footwork, all to the same music. The rhythm, maintained by the beating of tins and sticks, is syncopated in the same manner as the trap drummer in any jazz band. I was more impressed with the natural harmony of the chant and the familiar character of the dance than with the degree of honour which was being bestowed upon me.

Celebration Customary.

I learned afterwards, when the dancing had become a private affair back in the native encampment, that the celebration is customary throughout Africa following the killing of one of the four most dangerous animals: the elephant, the rhino, the lion and the buffalo. It is called like all native dances, a ngoma and is much the same as an American celebration after a football victory except that the singing is better here in Africa and there are fewer raccoon coats.

The best singer among the natives carries the lead, making up a story of the adventure and the prowess of the hunter as he goes along, and turning to the body of the natives periodically for the chorus. It is as though a group of college boys were carrying their football captain on their shoulders, singing "For He's a Jolly Good Fellow" in much better unison than is usually the case, and accenting their singing by a few steps from the chorus numbers in any fast musical comedy.

Treachery of Buffaloes.

Their glee over the slaying of a buffalo is accounted for by the belief, general throughout Africa, that the buffalo is the most treacherous of all African animals. Almost alone among the wild beasts, he is apt to charge at sight and once started, he is one of the most difficult to stop, or to avoid at all. His charge is not blind, as is the rhino's, and few have succeeded in dodging him, once he gets under way. The one I killed measured 42 inches between horns and weighed about 1,500 pounds. The largest buffalo ever killed measured 56 inches between horns, I believe, so it is evident that mine was well up among the best if not a record holder.

To-night we had buffalo pot pie for dinner—an excellent dish—and the boys continue to cast affectionate glances in my direction. I have decided not to worry about which of those three bullets was mine for to-night I go to my bed a full-fledged big game hunter.

[To Be Continued.]

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Hong Kong and Peninsula Hotels.

Entertainments.

To-day—King's Theatre; To-day—Queen's Theatre; "Trader Horn." To-day—Central Theatre; "Dangerous Nan McGrew." To-day—Majestic Theatre, "All Quiet on the Western Front." To-day—World Theatre; "Trader Horn." To-day—Star Theatre; "Trader Horn."

Home Mails.

To-morrow—Inward from Europe via Siberia (Haruna Maru); Outward for Europe via Suez (Haruna Maru) 6 p.m.

Lammert's Auctions.

To-morrow—At "Pamela's" premises, Queen's Road Central, stock-in-trade, shop furniture, and fitting 10.30 a.m.

Meetings.

To-morrow—Peak Church Annual meeting, St. John's Cathedral Hall, 8.30 p.m.

To-morrow—Union Insurance Society, 11 a.m.; China Fire Insurance Co., 11.15 a.m.; British Traders' Insurance Co., 11.20 a.m., at Union Building, China Sugars, Jardine's Board Room, noon.

June 17—Indo-China Steam Navigation Co., Ltd., Messrs. Jardines, noon.

Sports.

See Sports Diary on Page 9.

pioneers obviously cannot reveal the months of research involved in the interests of historical accuracy.

The road to Oregon, for example, which was also the central route to California, was not a single trail. There was a time, however, when pioneers in pioneer wagons might almost have followed the road across the plains by the mounds of new made graves. The old ones, levelled by storms of wind and rain, could not have served them. There was weariness of men and animals. Wagons broke down. Flour and bacon, cooking stoves, were left along the road. Great herds of buffalo charged down upon the wagon trains. There were cloud bursts. Streams raged into flood. And yet life not without beauty went on along that highway. Marriages were made, children were born. Banjos were picked and fiddles bowed under the clear stars; young feet danced on the soft prairie carpet around the camp fires; high snows glittered under the sun of noon and hope was a shining cloud beyond the mountains.

Because "The Big Trail" was a fitting dedication to the pioneers was the reason Walsh has made it on the screen a living, breathing thing, with thousands of players living over again for months what those of a century ago lived and suffered. John Wayne, Marguerite Churchill and El Brendel head the imposing cast of "The Big Trail" which actually numbers 93 principals in addition to 20,000 extras. "The Big Trail" is by far the best movie-toned that Raoul Walsh has ever made. It is showing at the King's Theatre from to-day.

"DANGEROUS NAN MCGREW."

"Dangerous Nan McGrew" is coming to the Central Theatre to-day to shoot up the town with wild "boop-boop-boops" and make coos and cuddles grow where only one coo and cuddle grow before.

You guessed it—Helen Kane's title role player in this picture of wild and woolly Klondike clowning. It's the first picture in which the tiny-voiced queen of cuddlesome "It" has ever been billed as the leading personality.

She attained the distinction through her good work in her three earlier Paramount comedies—"Nothing But the Truth" with Richard Dix; "Pointed Heels" with William Powell, Fay Wray and Skeets Gallagher; and "Sweetie" with Nancy Carroll and Jack Oakie.

"Dangerous Nan McGrew" is an original story by Charles Benhan and Garrett Fort. It has a multitude of uproarious comedy situations and a nice balance of thrill and romance. Then there are the "swell" songs that Helen Kane sings along with her formidable buffoonery.

"Dangerous Nan McGrew" is the story of a singer in a travelling "medicine show" who doubles in "Annie Oakley" obligatorily on a repeating rifle. Marooned at the spiffy hunting lodge of a wealthy family in the wilds of Canada's Royal North-west, the "med" show personnel is pressed, into the domestic circle as talent for a grand masked ball. It is at this brilliant jam-pot that Helen Kane captures an escaped criminal and wins not only the reward of \$10,000 but the heart of Stuart Erwin, the buffal beau, as well.

NEW ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FIFTIETH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 17th June, 1931, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th June to 1st July, 1931, both days inclusive.

By Order of the Board,

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hong Kong, 27th May, 1931.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chang, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Sq. Yds.	Annual Rental
1	Wong Nei Chang	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	115

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Boundary Street, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Sq. Yds.	Annual Rental
1	Boundary Street	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	12,000	115

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON MONDAY, the 1st June, 1931, commencing at 11 a.m., at their Sales Room, Duddell Street.

6 Cases Beer, 259 Cases Beer, (stored at Godown No. 51 Upper of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon).

Terms:—Cash on Delivery.
LANHART BROS., Auctioneers.
Hong Kong 28th May, 1931.

The general contract for the erection of the coagulation basin and filter building of the \$1,000,000 filtration plant which is to be erected at Burlington Beach to provide Hamilton with pure filtered water has been awarded to the W. H. Yates Construction Company, Hamilton, at a contract price of \$237,000.

COMING 22nd JUNE
JUST PUBLISHED



- DB446—Choo Choo Foot Organ.
- Memories of You Foot Organ.
- DB290—Moment Musicale Lener String Qte.
- Minuet (Schubert) Lener String Qte.
- DB311—The Kiss Waltz Ruth Etting.
- Don't Tell Her What's Happened Ruth Etting.
- DB414—Wedding Bells Are Ringing Layton & Johnstone.
- A Little Balcony in Spain Layton & Johnstone.
- CB173—Belle of Rodensee Old Time Waltz.
- Oh, Donna Clara Tango.
- DB301—The Blue Danube Vocal Waltz.
- DX233—Song of the Drum—Selection Finck's Orch.

Anderson Music Co., Ltd.

USE SIMPLEX BOTTLE TAPS.

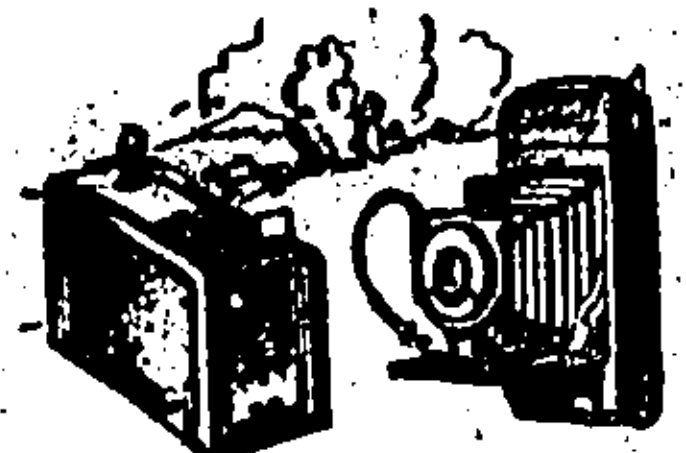
Large Size, 20 Measures to a Bottle
Small Size, 26 Measures to a Bottle

CALBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong.)
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K. FUJIYAMA

PHOTOGRAPHER

ANNOUNCES HIS REMOVAL



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2, WYNDHAM STREET,
3rd floor.

MARTELL'S BRANDIES

V. S. O. P. BOTTLED IN
CORDON BLEU COGNAC AND
(over 35 years old) GUARANTEED
PURE GRAPE
BRANDY
THREE STAR BY
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SHOWING TO-DAY
AT 2.30, 5.10, 7.15 & 9.30 P.M.



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FEATURING

JOHN WAYNE
MARGUERITE CHURCHILL
EL BRENDEN
TOLLY MARSHALL

The special **COOLING PLANT** is
NOW WORKING. Patrons will
find that they may view future
screenings under the most pleasant
and comfortable conditions even
during the **HOTTEST DAY** in
the Summer.

BOOKING AT THE THEATRE, 'Phone 25313-25330.

CURRENT SPORTING GOSSIP

LAWN BOWLS LEAGUE DILEMMA.

A Minor "Sensation"
from Kowloon.

PLAYER'S QUALIFICATION.

[By "Short Head."]

There has been a mild flutter in lawn bowls dovecots during the week by the selection of A. M. Holland to play for the K.B.G.C. against the Police in the First Division of the League on Saturday.

Holland, it will be recalled, played for the Civil Service Cricket Club against the Police on May 9, being opposed as skip by Johnson who played his rink to a draw.

It has been given out that the urgency of certain work has prevented Holland playing for the Civil Service since then, but it leaked out on Tuesday night that he would figure in the K.B.G.C. selected team this week-end against the Police. And he has not been picked to play for the Civil Service against the Craighower C.C. to-morrow.

Can he play for the Civil Service against the Police on May 9 and for the K.B.G.C. against the Police on May 30? That is the whole problem.

The League Rule.

The entire matter of qualification appears to hinge on the League rule governing the registration of six players. This rule reads:

"Every Club entering a team in each Division shall register six players for its First Division team, none of whom shall be allowed to play for its Second Division team or for any other Club, in either Division of the League in the same season."

If Holland is one of the six registered players for the K.B.G.C. he could not have played for the Civil Service. If—as there is good reason to believe—he is one of the six registered players for the Civil Service, obviously he cannot play for the K.B.G.C. to-morrow.

The System at Fault.

Apart, of course, from the question of the foregoing qualification a system that permits players to chop and change once a new season has commenced is liable to lend itself to abuse and to militate against inter-Club harmony, which should not be countenanced by the League authorities.

Electric Co. v. Tramways.

A friendly game will be played at North Point to-day, commencing at 5.15 p.m., between the Hong Kong Electric R.C. and a team from the Hong Kong Tramways, Ltd.

The following have been selected to represent the H.K. Electric: G. T. Padgett, C. E. Galagan, J. F. Lunney, and W. H. B. Maskett (Skip).

R. C. Butler, D. S. Hill, A. F. Paul, and A. Webster (Skip).
Reserves: G. Thomson and J. Sloan.

ATHLETE OF GREAT REPUTE.

Remarkable Versatility
of Frenchman.

54 "CAPS."

An extraordinary international record is held by Pierre Prieur, who captained the French hockey team recently defeated by 3 goals to 2 by Germany in Paris. This was his 54th match for France, and no French international at any other sport approaches this number of "caps."

Prieur, who has captained the French team since 1923, and has played in every position, is also one of the best all-round sportsmen France has produced. He is a good cyclist, gymnast, swimmer, and tennis player. He has played Rugby for the reserve team of the Racing Club de France, and has also played some soccer.

He was one of France's best runners, and once returned to 2.5 sec. for the 400 metres. Prieur is one of the few Frenchmen who have played both cricket and baseball. He has won a bowling prize, and is "useful" at golf and tennis.

DERBY CALL OVER

BETTING ON THE
BIG RACE.

THE FAVOURITE

CAMERONIAN
FANCIED.

London, Yesterday.
The call over at the Victoria Club for the Derby to-day was as follows:

4 to 1 agst. Cameronian t and o.
8 to 1 agst. Pomme d'Api t and o.
100 to 9 agst. Doctor Dolittle t and o.
100 to 8 agst. Link Boy t and o.
100 to 7 agst. Goyescas t and o.
18 to 1 agst. Revelion t and o.
20 to 1 agst. Sir Andrew t and o.
32 to 1 agst. Orpen o; 25 to 1 t.
25 to 1 agst. Jacopo o.
28 to 1 agst. Sandwich o; 33 to 1 t.
28 to 1 agst. Carmelus o.
33 to 1 agst. Shell Transport o.
33 to 1 agst. Estate Duty o.
33 to 1 agst. Lightning Star o.

Final Acceptances.

The eagerly awaited list of final acceptances for the Derby, on which are focused the eyes of sweep ticket holders from the four corners of the earth, reveals 32 possible starters, with no surprises.

All the favourites are left in, together with Jacopo, who was a doubtful acceptor following his recent defeat by the well-fancied Doctor Dolittle. The acceptors are:

Doctor Dolittle.
Cheery Lad.
Goyescas.
Revelion.
Primitif.
Shell Transport.
Elixir.
Tebau.
Klatere.
Teruru.
Cameronian.
Poker Das.
Jacopo.
Goldstream.
Estate Duty.
Gallini.
Apperley.
Rose en Soleil.
Spanish Main.
Knoloma.
Pomme d'Api.
Lightning Star.
Zanoff.
Carmelus.
Sandwich.
Armagnac.
Orpen.
Grindleton.
Link Boy.
Le Monition.
Abbots Worth.
Sir Andrew.

Steve Donoghue rides Link Boy.
—Reuter.

LINDRUM'S AMAZING RECOVERY.

Thousand Break Started
with Two Balls!

AGAINST NEWMAN.

This story is told by Tom Newman of his final match with Walter Lindrum when the latter electrified the billiards world "by his sensational recovery."

"It was a quiet ninth day for both of us, but I managed to more than hold my own, and finished with a lead of 2,779, which gave me slightly more than 1,000 the better of the handicap. There was a remarkable incident in the next day's play. While attempting to score off a double-baulk, my ball ran a 'coup,' thus leaving Lindrum with only the red to play at. He soon scored the '75 limit' off red, and then claimed to have my ball 'up.'"

"The rule reads: 'Should the non-striker's ball be off the table, as the result of the non-striker's last stroke, such ball shall be spotted after the 25th hazard, on the middle spot of the 'D'; or if that is occupied, on the right-hand spot of the 'D.'"

"Thus, for the second time in public play, either amateur or professional, the white was 'rescued' by adroit manipulation of the red. I remember Joe Davis doing it some time ago when I was his opponent."

"Having effected this adroit manoeuvre, Lindrum settled down to a great break which totalled 1,201."

KOWLOON GOLF CLUB.

Interesting Match with
Volunteers.

THE TWO TEAMS.

A match has been arranged between the Kowloon Golf Club and the Hong Kong Volunteer Defence Corps and will be played over the Kowloon course on Sunday next.

The following are the teams:

K.G.C. H.K.V.D.C.
H. Overy v. E. J. R. Mitchell
Dr. Cogan v. D. M. MacDougall
H. Page v. G. R. Horridge
P. Planner v. S. R. Divett
H. H. Fantham v. A. T. Bracey
J. Pooler v. W. M. Groves
A. Leighton v. F. C. B. Black
E. O. Murphy v. A. D. Coppin
G. E. L. Johnston v. R. M. Wood
J. Gellatly v. J. E. Richardson
R. W. Sapsed v. J. J. King
C. A. Foreman v. I. D. Lemox

Starting times have been arranged from 11 a.m.

AMERICAN GOLF STRENGTHENED.

Leo Diegel Declared
Eligible.

FOR RYDER CUP.

London, May 1.
Doubts about the eligibility of Leo Diegel to represent America in the Ryder Cup match with Great Britain have been dispelled. The Executive Committee of the United States Professional Golfers' Association have declared him to be an American citizen and a resident of San Diego, California.

Diegel was born in Mexico, but he has been resident in the United States for many years. He played in the last match against Britain at Leeds two years ago, and defeated Abe Mitchell by nine up and eight to play. He was American professional champion in 1928 and 1929, and in those years he also held the Canadian open title.—Press Association Foreign Special.

TEST TRIAL FOR CARDIFF.

Enthusiasm Caused in
South Wales.

POPULARISING THE GAME.

The offer of the Cricket Board of Control to play a Test trial match at Cardiff in 1932 has been received with enthusiasm in South Wales, and there is little doubt but that the offer will be accepted.

The idea of playing such a match at Cardiff is regarded as a gesture toward the popularising of the game in Wales and the Glamorgan County officials are hopeful that if the event materialises and meets with success the time will not be far distant when a Test match will be allotted to Wales.

INDIAN STARS FOR WIMBLEDON.

Only Two Players
To Be Sent.

HUGHES' OPINION.

India is to send two players to Wimbledon this year—Miss Lella Row, who won the singles championship over there in the absence of Miss Jennie Sandison, and Ahmad Hassan, who beat G. P. Hughes and J. S. Olliff at Delhi during the Winter.

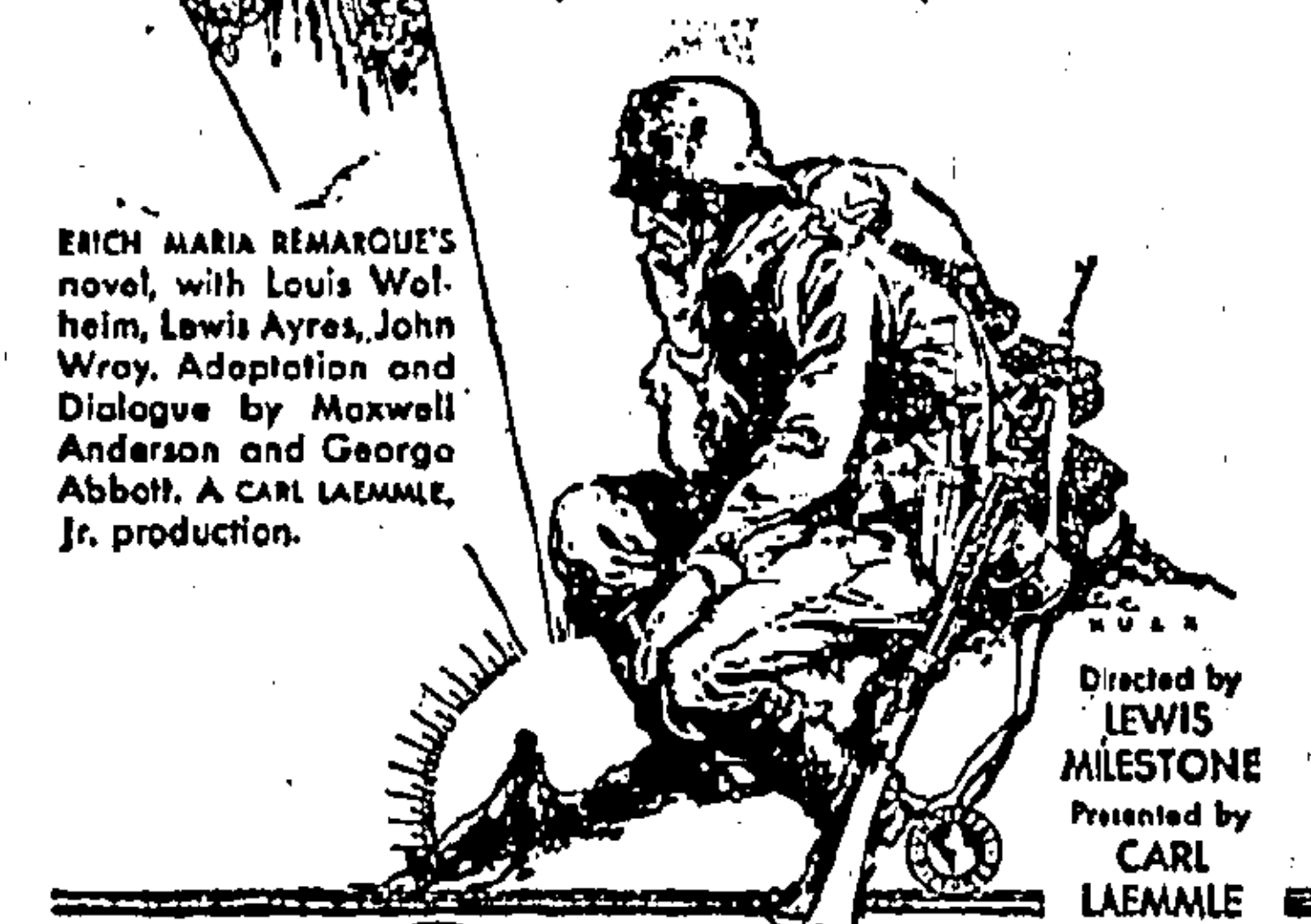
Hughes, home from India in time for the Davis Cup trials, says that Hassan, about 30 years of age, has a very fine forehand drive, unlike most Indians, he is good "in the air," winning many points with drop volleys. Miss Row is not up to the Sandison standard, but has a useful forehand drive and splendid vitality. Hughes says that in court she can "run like a stag."

Majestic THEATRE

FINAL SHOWINGS SPECIAL TIMES
TO-DAY At 2.00, 5.00, 7.30 & 9.30 P.M.

The Story That Will Never Die

It now the picture that will live forever... telling in towering passages of sheer drama and crackling dialog the world's greatest story of Youth's blind struggle for happiness... showing the HUMAN side of war as seen through the eyes of Youth... smashing home to you its dramatic message of hopelessness—and hope!



ALL QUIET ON THE WESTERN FRONT

LOUIS

LE PLUS MODERNE SALON DE COIFFURE A HONG KONG.

Finger waves of feminine refinement. A finger wave is a subtle thing. The most successful Finger Waves are merely suggestions of a Wave and are preferred by many smart women. Louis Finger Waves are famous for his delicate symbol of feminine refinement.

Phone 27411.

King's Theatre Bldg.,
4th Floor.

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg., corner of Des Voeux Rd. C. and Chater Road.

SMART SPORT, AFTERNOON
AND EVENING FROCKS
featuring the latest fashions.
New shipments received every
fortnight.

GEORGETTE HANDKERCHIEFS,
SILK SCARVES, MULES.

LINENS OF ALL DESCRIPTION
WHITE & COLOURS.

LINGERIE, PYJAMAS, KIMONOS,
etc., etc.

HONG KONG

SHANGHAI

MANILA

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SOLE AGENTS FOR HONG KONG:

THE WING ON CO., LTD.

Donations and Subscriptions must

now be sent to the Hon. Treasurer,

Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



ADAMS
EXETER
GEORGIAN.
PATRICIAN
Designs.

CANTEENS

WE CORDIALLY INVITE YOUR INSPECTION.
SILVERWARE DEPT.

LANE, CRAWFORD, LTD.

THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price:—\$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price:—\$1.50 per dinner per person.

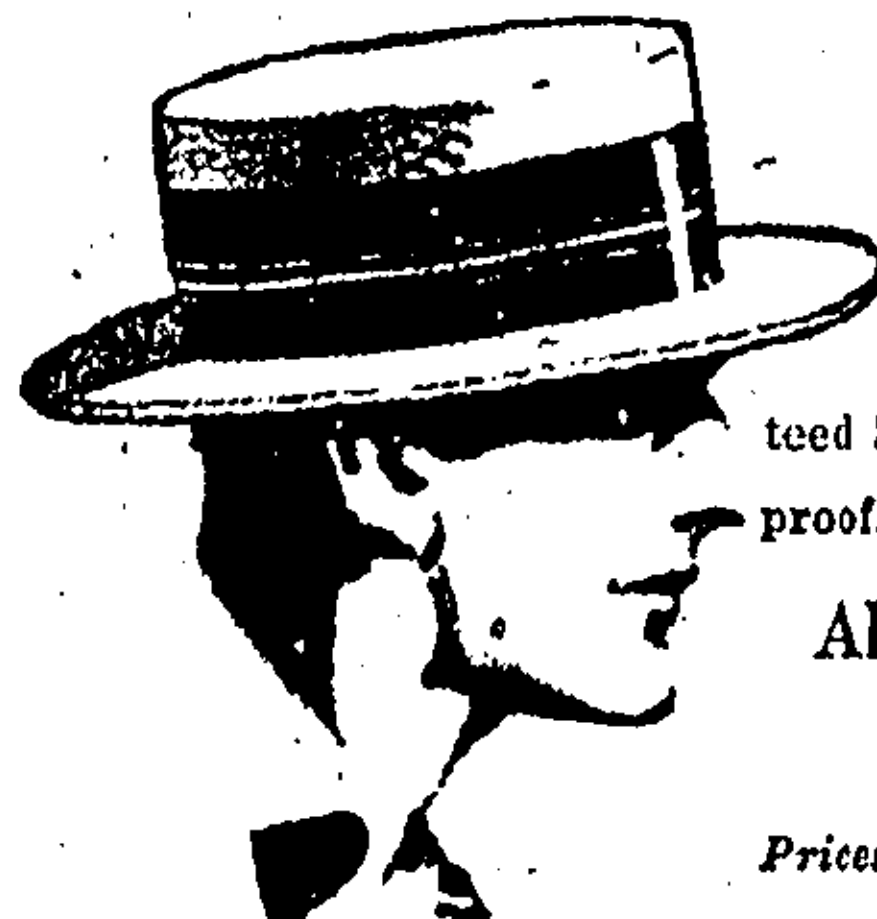
There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, avabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.
Y. C. LUM (Manager).

SUN HELMETS

For Naval, Military and Civilian Wear.



We have now received a full selection of Sun Helmets suitable for all occasions and guaranteed Sun Proof as well as Rain-proof.

Also latest styles in
STRAW HATS.

Prices moderate. Inspection invited

THE BAKILLY CO., LTD.

153-155, Des Voeux Road, Central.

SENORITA ALVAREZ AGAIN FIT.

"Hoping to Do Justice at Wimbledon."

NO SOCIAL WHIRL.

Senorita de Alvarez, the fascinating Spanish tennis player, has recovered her health and will be able to play on the top of her form this year.

She is now in England to try to win the women's championship, and though her fame has gone far, this year even more may be heard of it.

"I am hoping to do myself justice this year at Wimbledon," she states. "I have been ill for so long, but now I am much better. It is going to be very good run this year. There are so many women players who are very good now where there used to be only three or four."

Senorita de Alvarez has no surprises to spring on English lawn tennis. "I do not think I have learnt anything new," she said. "There are some tricks I would like to be able to use, but they are not in my style, and so I should never be able to do them really well, and might harm my own game. Most of us have different natural styles, and I think it is much better to stick to that than to try to copy someone else's."

It is going to be tennis and nothing but tennis for the Spanish girl this summer.

"I do not think I shall go about socially—at all," she said, "because that would be tiring, and I must take care of my health for a while."

"I shall just enjoy your healthy English weather and the very pleasant, easy-going way you English people have that is one of your greatest charms."

BOLTON DROP A BOMBSHELL.

Have No Use For Injured Men.

HAWORTH'S INJURY.

Bolton Wanderers have dropped a bombshell by intimating to Bob Haworth, the popular back and former captain of the League side, that he must either seek a new club or arrange for compensation. Haworth's leg was broken when playing against Grimsby Town in February, but he has made a good recovery, and was hoping for a chance to prove his fitness. Haworth has stated that he was absolutely floored at the news. "It is galling," he added, "to be treated in this manner after having given ten years' unswerving service to the club."

Haworth is one of the few players who possess three Cup winners' medals. He took part in the memorable first final ever staged at Wembley Stadium, in 1923, and was a member of the successful Bolton teams of 1926 and 1929.

Until his unfortunate injury, Haworth averaged 35 League appearances each season.

BRITAIN DEFEATS FRANCE.

American Players Beat Favourites.

AIDING FRENCH TEAM.

Paris, May 16. Great Britain defeated France, 7 to 3, in the international tennis matches here to-day. Johnny Van Ryn and George Lett, the American Davis Cup players, playing with the French team, won their match, defeating J. C. Gregory and I. G. Collins, 6-1, 6-3. Associated Press.

TENNIS SURPRISES IN FRANCE.

American Favourites Eliminated.

BRITISH SUCCESS.

Autouil, May 21. Doris Matza and Antoine Gentel, of France, defeated Helen Jacobs and George Lett, the American favourites, in the quarter finals of the French hard court mixed doubles championship. The scores were 3-6, 6-4, 6-1. Lett erred frequently and Miss Jacobs netted continually.

Another favourite American pair, Johnny Van Ryn and his wife, the former Midge Gladman, were defeated by Mary Heeley and Fred Perry, of Britain, 6-4, 6-3, 6-4.—Ex.

Our Sports Diary.

LOCAL.

RACING—Saturday—Hong Kong Jockey Club Closing of List of Subscribers of Subscription Griffiths and Australians, at noon. LAWN BOWLS—To-day—H.K. Electric Co. v. H.K. Tramways, Ltd. (Friendly). Saturday—Division 1.—Kowloon Dock v. Taikoo R.C. C.C.C. v. C.S.C.C. K.B.G.C. v. Police. K.C.C. v. Recreation. Division II.—Recreation v. H.K. Electric. Taikoo v. K.C.C. C.S.C.C. v. K.B.G.C. Yacht Club v. C.C.C. Entries close for C.S.C.C. Competitions. GOLF—Sunday—Kowloon Golf Club v. Hong Kong Volunteers.

HOME.

CRICKET—To-day and To-morrow—

Oxford v. New Zealanders. Middlesex v. Essex. Lancashire v. Kent. Gloucester v. Somerset. Glamorgan v. Hampshire. Northants v. Sussex. Cambridge v. Notts. Leicester v. Surrey. Warwick v. Yorkshire. Worcester v. Derby.

Saturday, Monday & Tuesday—Middlesex v. New Zealanders. Essex v. Northants. Lancashire v. Surrey. Notts v. Somerset. Glamorgan v. Leicester. Hampshire v. Warwick. Yorkshire v. Kent. Derby v. Sussex. Worcester v. Gloucester.

EXHIBITION—To-day, To-morrow and Saturday—Royal Tournament at Olympia.

RACING—To-morrow—Manchester Cup.

BOXER FIGHTING HIS WIFE.

Poor Man Subject to Maltreatment.

A CARNER VICTIM.

Chicago, April 27. George Trafton, who weighs 165 lb., and who once faced Primo Carnera—for 64 sec.—has found it impossible to manage his 8 at 6 lb. wife.

He is suing in the Chicago courts for a divorce and alleges that his wife is cruel to him. He says that she beat him with a ginger-ale bottle, kicked him and threw a chair and a carving-knife at him.

Trafton is a member of the Chicago Bears football team. He was suspended after his farcical fight with Carnera.—British United Press.

COMING ???

JUST IMAGINE

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 11 1/4
Bank, on demand 11 1/4
Bank, 4 months' sight 11 3/16
Credits, 4 months' sight 11 13/16
Documentary, 4 months' sight 11 15/16
On Paris—
On demand 675
Credits, 4 months' sight 615
On Berlin—
On demand Nom.
On New York—
On demand 22 9/16
Credits, 60 days' sight 23 11/16
On Bombay—
Wire 62 1/2
On demand 62 1/2
On Calcutta—
Wire 62 1/2
On demand 62 1/2
On Singapore—
On demand 40 1/2
On Manila—
On demand 45 1/2
On Shanghai—
On demand 37 1/2
Dollar 6 1/2 % dis.
On Yokohama—
On demand 45 1/2
Sovereigns (Bank's buying rate) 11 1/2
Silver (per oz.) 12 1/2
Bar Silver in Hong Kong Nom.
Copper Cash Nom.
Copper Cents 3 1/2 % prem.
Rate of Native Interest 3 1/2 % p.a.
Chinese Sub. Coin 24 % dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 124 23/32
New York 4.86 11/32
Brussels 34.92
Geneva 25.16
Amsterdam 12.09 1/2
Milan 32.92 1/2
Berlin 20.48
Stockholm 18.14 1/2
Copenhagen 18.16 1/2
Oslo 18.16 1/2
Vienna 34.60 1/2
Prague 164 1/4
Helsingfors 193 1/4
Madrid 50.15
Lisbon 108.25
Athens 375
Bucharest 217
Rio 3 5/16
Buenos Aires 33 15/16
Montevideo 28 1/4
Bombay 1/5 27/32
Shanghai 1/2
Yokohama 2/— 13/32
Hong Kong 11 1/2
Silver Spot 12 1/2
Silver Forward 12 5/16
—British Wireless Service.

MURDER BY NAGGING.

Doctor's Warning To Wives.

"Every woman who nags her husband shortens his life." So declared Dr. Josiah Oldfield in an address on "Keeping well," which he delivered at the annual meeting of the Lady Margaret Fruitarian Hospital in London.

"The wife," added Dr. Oldfield, "has at the same time taken the first step towards becoming haggard, ugly, and old."

He explained that man was built up of thought and food, and the effect of a wife pursuing her husband with nagging persistence was to destroy his thought picture of creative power and to replace it by a destructive mentality.

The first maxim was "No temper at the table." Food should always be taken in an atmosphere of peace.

It was a commonplace of science that the glandular secretions were affected by emotions.

When a man went purple with passion they knew he was injuring the chambers of his heart, and when a woman went green with jealousy her hepatic duct was being strained.

"When a girl falls in love," went on the doctor, "she digests better; her hair possesses more sheen; her skin becomes more glossy, and all foods taste good."

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 28th May, 1931.

STOCK	Buyers	Sellers	Sales	Mon.	Fin.	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	3020	2030	Dec.	[Final 25 bonus 21 for 1930] Mar. 31
Chartered Bank	...	...	121	121	Dec.	[Final 10 bonus 10 for 1930] Mar. 31
Mercantile Bk., A.B.	...	...	211	211	Dec.	[Final 10 bonus 10 for 1930] Apr. 31
Bank of Asia	...	...	151	151	Dec.	[Final 10 bonus 10 for 1930] Feb. 28, 31
Insurance.						
Canal Ins.	...	...	1485	1485	Dec.	[Final 10 bonus 10 for 1930] May 19, 31
Union Ins.	...	...	350	350	Dec.	[Final 10 bonus 10 for 1930] May 29, 31
*China Underwriters	...	...	...	...	Dec.	[Final 10 bonus 10 for 1930] May 29, 31
China Fire Ins.	...	...	650	650	Dec.	[Final 10 bonus 10 for 1930] May 29, 31
H. K. Fire Ins.	...	...	1955	1955	Dec.	[Final 10 bonus 10 for 1930] Mar. 28, 31
Shipping.						
Douglas	...	...	34	34	Dec.	Last dividend for 1930
H. K. Steamboat	...	...	38	38	Dec.	[Final 10 bonus 10 for 1930] Mar. 4, 31
Indo-China (Pref.)	...	...	10	10	Dec.	[Final 10 bonus 10 for 1930] June 10, 31
(Def.)	...	...	30	30	Dec.	[Final 10 bonus 10 for 1930] Pending
Shell Transport	...	...	47 1/2	47 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 24, 31
Union Waterboat	...	...	27 1/2	27 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 24, 31
Mining.						
Pengau	...	...	9	9	Dec.	[Final 10 bonus 10 for 1930] Mar. 31, 31
Kailas Mining Ad.	...	...	30 1/2	30 1/2	June	[Final 10 bonus 10 for 1930] Dec. 30, 31
Langkat (Single)	...	...	4 1/2	4 1/2	Oct.	[Final 10 bonus 10 for 1930] May 9, 31
Shai Exploration	...	...	2	2	Dec.	[Final 10 bonus 10 for 1930] Feb. 6, 31
Loans	...	...	4	4	Dec.	[Final 10 bonus 10 for 1930] Mar. 16, 31
*Rau	...	...	98	98	Mar.	[Final 10 bonus 10 for 1930] Mar. 16, 31
Venezuela Gold Fields	...	...	91	91	Mar.	[Final 10 bonus 10 for 1930] Mar. 16, 31
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	...	...	167	167	Dec.	[Final 10 bonus 10 for 1930] Mar. 19, 31
H. K. & W. Docks	...	...	34	34	Dec.	[Final 10 bonus 10 for 1930] Mar. 19, 31
South Ch. Motors	...	...	10	10	Dec.	[Final 10 bonus 10 for 1930] Apr. 8, 31
*China Provident (old)	...	...	3	3	Dec.	[Final 10 bonus 10 for 1930] May 4, 31
(new)	...	...	270	270	Dec.	[Final 10 bonus 10 for 1930] July 30, 31
Hongkong	...	...	935	935	Dec.	[Final 10 bonus 10 for 1930] July 30, 31
Shanghai Docks	...	...	112	112	Apr.	[Final 10 bonus 10 for 1930] July 30, 31
Land, Hotels & Buildings.						
*H. K. & S. Hotels	...	...	17.30	17.30	Dec.	[Final 10 bonus 10 for 1930] Apr. 18, 31
(R.R.)	...	...	161	161	Dec.	[Final 10 bonus 10 for 1930] Apr. 18, 31
H.K. Lands	...	...	921	921	Dec.	[Final 10 bonus 10 for 1930] Feb. 10, 31
Shanghai Lands	...	...	41	41	Dec.	[Final 10 bonus 10 for 1930] Mar. 19, 31
Humphreys (old)	...	...	21	21	Dec.	[Final 10 bonus 10 for 1930] Feb. 24, 31
(new)	...	...	301	301	Dec.	[Final 10 bonus 10 for 1930] Apr. 18, 31
H. K. Estates	...	...	14.10	14.10	Dec.	[Final 10 bonus 10 for 1930] July 31, 31
Chinese Estates	...	...	90	90	Feb.	[Final 10 bonus 10 for 1930] July 31, 31
Cotton Mills.						
*Ewo Cotton	...	...	12 1/2	12 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 19, 31
Shanghai Cotton	...	...	div.	div.	Dec.	[Final 10 bonus 10 for 1930] Pending
Zong Sing	...	...	10 1/2	10 1/2	June	[Final 10 bonus 10 for 1930] Oct. 11, 31
Public Utilities.						
*H. K. Tramways	...	...	21.40	21.40	Dec.	[Final 10 bonus 10 for 1930] Feb. 27, 31
Peak Tram (old)	...	...	14	14	Apr.	[Final 10 bonus 10 for 1930] June 10, 31
(new)	...	...	91	91	Apr.	[Final 10 bonus 10 for 1930] Feb. 13, 31
Star Ferry	...	...	20 1/2	20 1/2	Dec.	[Final 10 bonus 10 for 1930] Feb. 16, 31
*China Light	...	...	20 1/2	20 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 16, 31
H. K. Electric	...	...	61	61	Dec.	[Final 10 bonus 10 for 1930] Mar. 16, 31
Macao	...	...	23	23	Dec.	[Final 10 bonus 10 for 1930] Mar. 16, 31
Sandakan Light	...	...	23	23	Dec.	[Final 10 bonus 10 for 1930] Mar. 16, 31
H.K. Tels. fully paid	...	...	39 1/2	39 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 16, 31
part paid	...	...	15.00	15.00	Dec.	[Final 10 bonus 10 for 1930] Feb. 26, 31
China Buses	...	...	19 1/2	19 1/2	Sept.	[Final 10 bonus 10 for 1930] Feb. 26, 31
S'port Franchise (Ord.)	...	...	19 1/2	19 1/2	Sept.	[Final 10 bonus 10 for 1930] Feb. 26, 31
(Pref.)	...	...	19 1/2	19 1/2	Sept.	[Final 10 bonus 10 for 1930] Feb. 26, 31
Industrials.						
China Sugars	...	...	070	070	Dec.	[Final 10 bonus 10 for 1930] Mar. 4, 31
Malacca Sugars	...	...	39	39	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
Cald; Macg. Ord.	...	...	14	14	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
(Pref.)	...	...	10 1/2	10 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
Canal Ice	...	...	4 1/2	4 1/2	July	[Final 10 bonus 10 for 1930] Mar. 27, 31
*Cement (com.)	...	...	20 1/2	20 1/2	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
(old)	...	...	10	10	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
(new)	...	...	61	61	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
H. K. Ropes	...	...	22.40	22.40	Dec.	[Final 10 bonus 10 for 1930] Mar. 27, 31
Stores, &c.						
Dairy Farms	...	...	20	20	Dec.	[Final 10 bonus 10 for 1930] Mar. 18, 31
Watsons	...	...	10	10	Dec.	[Final 10 bonus 10 for 1930] Mar. 18, 31
Der A Wings	...	...	1	1	Dec.	[Final 10 bonus 10 for 1930] Mar. 18, 31
Lane Crawfords	...	...	7	7	Feb.	[Final 10 bonus 10 for 1930] Apr. 30, 31
MacKintosh	...	...	18	18	Feb.	[Final 10 bonus 10 for 1930] June 10, 31
Sincere	...	...	14	14	Feb.	[Final 10 bonus 10 for 1930] June 10, 31
Wm. Powells	...	...	3 1/2	3 1/2	Feb.	[Final 10 bonus 10 for 1930] June 10, 31
Miscellaneous.						
H.K. Amusement (old)	...	...	26 1/2	26 1/2	Mar.	[Final 10 bonus 10 for 1930] Sept. 27, 31
(new)	...	...	23 1/2	23 1/2	Mar.	[Final 10 bonus 10 for 1930] Sept. 27, 31
Ch. Entertainment	...	...	17 1/2	17 1/2	Mar.	[Final 10 bonus 10 for 1930] Sept. 27, 31
H. K. Constructions	...	...	8.10	8.10	Dec.	[Final

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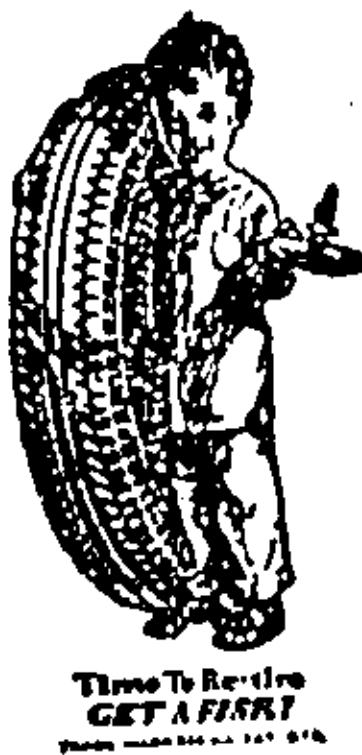
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CARS' SEASONAL OVERHAUL

Cooling Systems, Transmission and Carburettor Require Attention.

So long as different seasons bring changes in temperature, motor cars must be adjusted to meet shifting conditions. The coming of Spring in 1931 finds that as true as it was in 1930, with, of course, many detailed variations, writes William Ullman.

The variations come from the fact that cars are now more nearly all-weather vehicles. Yet, the very refinement which makes cars more suited to meet variations in temperature sometimes dictates a form of Spring preparation even more important than the adjustments required a few years ago.

Springtime attention formerly began at the top of the engine with carbon removal, but it starts at the bottom today. That is because the current high-speed, high-compression engines need more careful lubrication than their predecessors.

Simply to change from a light oil to a heavier one, or even to add a fresh supply of the same grade, is not enough today. The condition of the system that distributes the oil to vital parts is quite as important as the condition of the oil itself.

What breaks down an oil is not merely wear, nor even dilution, but heat and the dirt, dust, carbon and abrasives that become mixed with it. Heat thins any oil, but viscosity changes are less serious if the oil is clean.

That is why it will pay to make the first step of Spring maintenance a matter of dropping the crankcase thoroughly cleaning the sludge from the bottom of it and washing the screen at the top,

especially the strainer at the base of the oil pump. While the crankcase is "down," crankshaft bearings profitably can be tightened. Car makers advise that this be done every 15,000 or 20,000 miles in modern high-speed engines.

High Speed Engine Oil Consumption.

If driven at high speeds, the engine of recent years consumes considerable oil, even under ideal conditions of maintenance. That fact puts a premium upon correct conditioning of the cooling system as well as the oil system. Narrow, deep radiators are the style in cars of recent years. They are hand-some all right, but engines need a great deal of cooling now and unless the small total area of the radiator performs its job well, the motor's heat is not carried away rapidly enough.

So, when the anti-freeze solution is drained off, the cooling system should be flushed out and also thoroughly cleaned of rust and scale. A solution of sal-soda, or one of the several patented cleaners, should be put into the system and then the engine should be run until the temperature assures thorough circulation. After the system has been drained, the whole process may be profitably repeated.

Hose connections between engine and radiator should be replaced, for, if they are soft and disintegrating on the inside, particles of rubber will get into the radiator and clog its effective cooling area.

If the carburettor mixture was enriched, when the weather became colder last Fall, it should be leaned now—that is, of course, unless one happens to own one of the few makes of cars on which this compensation is automatically made. Too rich a mixture causes overheating, which may not show up in the form of a boiling engine, and overheating damages a motor seriously.

Correct carburettor mixture is important in engines of recent design as a preventive against carbon formation. It is even more important in fuel economy.

A proper carburettor adjustment, together with the use of the right fuel and the proper lubrication, will do much to clean a carbon-fouled combustion chamber and keep it clean.

After the foregoing details are attended to, valve adjustment, re-setting of the generator charging rate if it was advanced in the Fall, carbon clean if the engine is especially dirty, replacement of the oil filter cartridge, and cleaning and adjustment of the electrical system from distributor to spark plugs will put the engine in tip-top shape.

Of the chassis parts, only two need specific attention in the average car of recent years. These are the transmission and differential. In the former many changes have been wrought of late. They have not, however, vitally changed the form of seasonal maintenance, except perhaps to make it more vital.

Care of Transmission and Differential.

All that needs to be done is to drain and flush both transmission and differential. The transmission has more delicate parts than formerly.

This makes more important a lubricant of precisely the right grade. That which was right for cold weather seldom will prove so when the thermometer rises.

Apart from the engine and drive mechanism, the remainder of the car is so slightly affected by weather changes as to call for little attention. However, there are a number of things that may be done at this time.

Wheel alignment should be checked as a means of correcting not only excessive tyre wear but of rectifying difficult steering. Wheel bearing adjustments should be made to reduce bearing wear—incidentally forestall a costly replacement—and also to prevent tyre damage. Loose bearings permit wheels to wobble. In the back wheels this means tyre wear; in the front it means tyre plus harder, and possibly dangerous, steering.

Owners of cars that were new last Spring, or of those which have not had brake adjustments for a year, will be surprised at the difference it will make to have the job done now. Enclosed brakes,

and nearly all brakes are enclosed, have better protected linings. This means that they last longer. Many brakes which do not need new linings, however, are doing far less efficient work than they are capable of simply through incorrect adjustment.

Cleaning the mechanical brake linkage of rust and dirt, followed by a thorough oiling of all moving parts, is also advisable.

If more fluid, or a lighter grade, was put in a hydraulic brake system for Winter it should be changed now. The same applies to hydraulic shock absorbers, some of which are adjustable for different operating conditions.

A Few Good Hints.

It may be a good idea to change tyres now. Winter, with its cold weather, is kind to thin, worn tyres, but Spring, with rising temperature and higher road speeds, is less so. The fact that warmer weather increases the danger of blowouts is one that the car owner should consider from the standpoint of safety.

In these days of sturdy lacquer finishes the change of season makes little difference, except that Spring is the usual period for cleaning and painting. This makes it a logical time for the car owner to have his automobile refinished, renovated, or merely washed and polished. In the latter case, to top the polish off with a coat of wax, of which there are many varieties, is to assure the car's good appearance for a much longer period.

The advisability of applying a wax finish has been questioned, but authoritative opinion counsels it unless the car is due to be refinished. In that case the difficulty of getting down to the metal is increased by the presence of a wax over the lacquered surface.

A coat of top dressing is always advisable at the season, and repainting the wheels will also enhance a car's appearance. Furthermore, paint-chipped wire or disk wheels are more subject to rust and even wooden wheels need the protection of paint.

NEW MODEL.

Willys Six De Luxe Roadster.

Adhering to its policy of thrift and quality for the car buyer, the Willys-Overland Company announces a new Willys Six De Luxe Sport Roadster to sell in the low priced six-cylinder field. This new car is de luxe in every sense of the word, in appearance, quality and performance.

Its engine is identical with the one that has proved so highly successful during the past fifteen months in the Willys Six line and which gained international prominence in winning first and second places in the annual Pikes Peak race when pitted against the largest field that ever competed in this world famous hill climbing classic.

Every detail of the car from its trim and smartly designed radiator to the rear quarter, which includes a spacious rumble seat for two, denotes quality while the graceful stream-lining reflects its inbuilt speed and power.

The exterior colour combination is in three shades of light green, the colour being extended to the fenders, splashers, gas tank, etc. These exterior colours harmonise with the smart upholstery of special green leather.

Special standard equipment and accessories enhance the appearance. This equipment includes two spare wire wheels mounted in forward fender wells and equipped with metal tyre covers, chrome plated on the outer band and lacquered on the

inner band; rear view mirrors mounted on each spare wheel; head lamps, tie bar and fender lamps of chrome plate, while the tail light is lacquered in green to match body colour.

Two horns, mounted in front, also are included in the standard equipment. The trunk rack is lacquered in the body colour with walnut finish strips. Gear shift ball and control knobs on the instrument panel will be of imitation Catalin. A cigar lighter is furnished assembled to the instrument board and all control levers in the driver's compartment are chrome plated. Foot pedals are equipped with rubber pads in green.

Windshield and wings of safety glass are standard equipment.

Roominess in both front and rear compartments is a feature of the De Luxe roadster. The top, which is the collapsible type, is of a heavy double texture and rubber interlined with a cloth that harmonises with the paint colour. A top cover is included in the standard equipment, with bows lacquered and all metal parts chrome plated.

The chassis has a wheelbase of 110 inches, the frame being the double drop type which insures a low centre of gravity. The engine develops 65 horsepower, has a top speed of more than 70 miles an hour and 45 miles an hour in second. Double acting hydraulic shock absorbers add to the smooth riding qualities.

To insure safety at all speeds, four-wheel Bendix Duo Servo brakes, internal expanding two-shoe type, with cable hook-up are employed, with the hand brake located at the extreme left, operating on all four wheels.

Willys-Overland sales executives view this new model as a progressive step in the roadster field since it brings outstanding quality and performance of the high priced car to the low priced class.

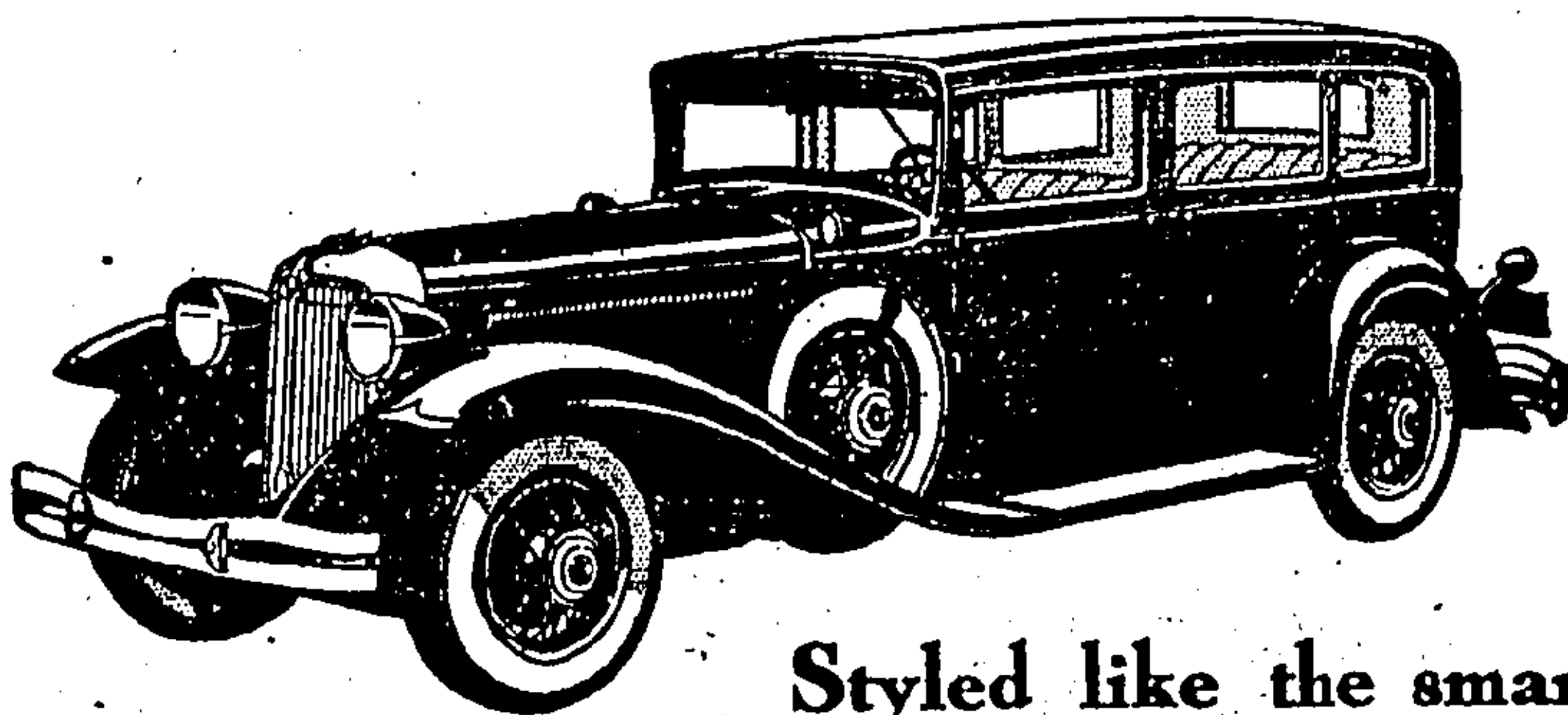
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Chrysler has news for you.

At long last, the new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

car, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

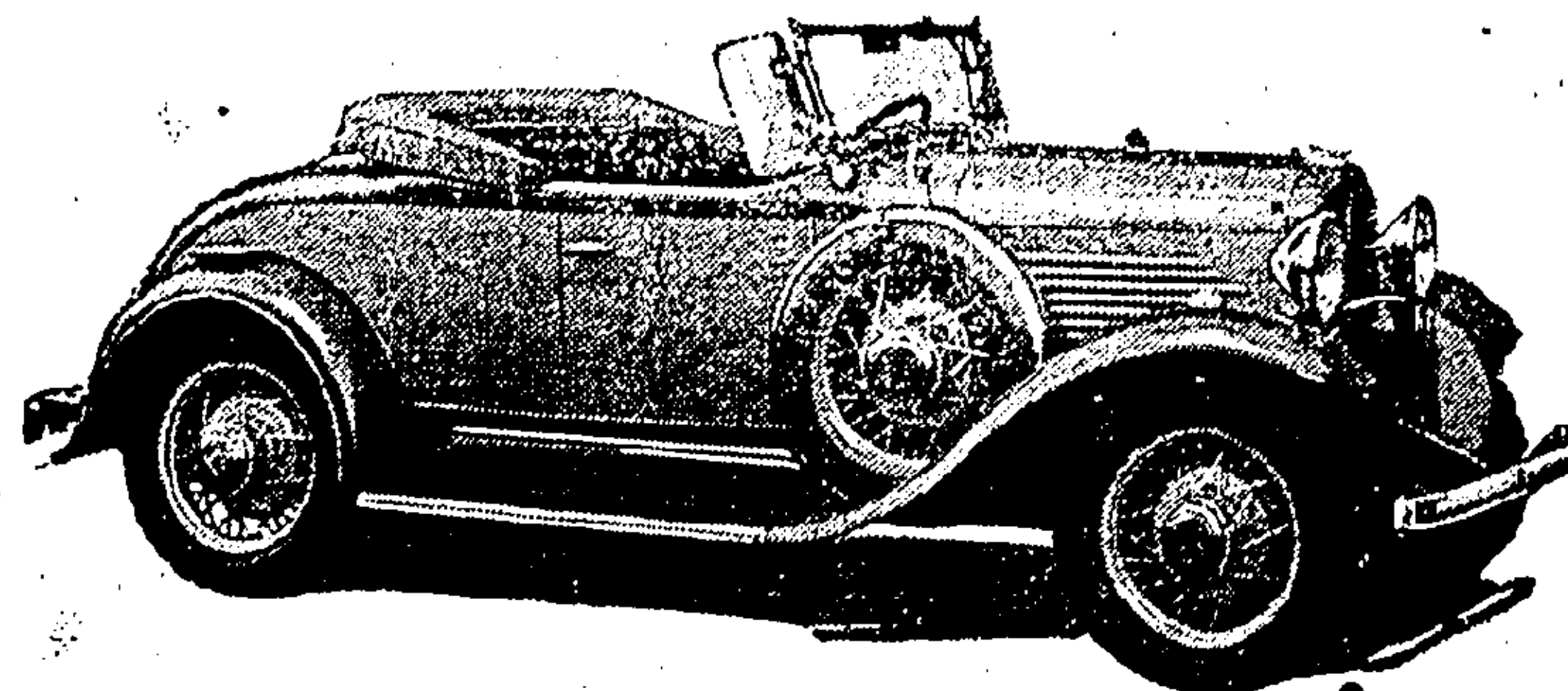
Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

THE NATIONAL MOTOR CAR CO.

484 - 486, QUEEN'S ROAD, WEST.

TEL. 25674.

New Willys Six De Luxe Roadster



The Willys-Overland Company announces an addition to its line of low priced sixes. The new model, a De Luxe roadster, is shown above. In every detail it denotes style and quality while the streamlined body reflects its inbuilt speed and power. It is

powered by the same engine that won the famous Pikes Peak race. This new roadster carries four passengers, two in front and two in the rumble seat in the rear. Two spare wheels with chrome plated metal tyre covers are carried in the front fender wells.

WILLYS CHARACTERISED.

While it is generally accepted that the modern motor car is engineered to give the owner satisfactory performance, the matter of appearance is another important factor that comes under the eye of the discriminating buyer. This means that in the development of modern motor cars, the manufacturer must give careful attention to vehicles that will have a distinctive appeal from a beauty angle and be in keeping with the current demand for cars that are outstanding in body design, exterior colour combinations and interior quality and luxury.

That Willys-Overland body demand is apparent in the company's 1931 Willys line which comprised a Willys Six, Willys Eight and a Willys-Knight, with eleven types in all. No detail has been overlooked to make these models the most attractive in the history of the Toledo manufacturer.

Lines of beauty feature the 1931 Willys Six, both on the 116-inch and 118-inch wheelbase. The development of these cars show a careful attention to detail from the trim, narrow radiators to the smartly tailored rear quarters. The design is harmoniously set off by the colour schemes which are available in either light shades or more formal darker colours.

SPIRIT OF ADVENTURE.

An account of the average world tour by car or motor cycle makes somewhat dull reading by reason of the very monotony of the enterprise and the comparative lack of adventure day by day. From time to time, however, enthusiasts start off on a venture which is entirely out of the ordinary and their doings are well worth following. Quite recently, for instance, two young Lancashire men decided to go "round the world" and, money being scarce, selected a motor cycle and sidecar as being the most economical and suitable way of travelling. Funds were pooled and an Ariel side-valve machine with an extra large van-shaped sidecar was purchased. These adventurers aim to work their passages on the boats on which they have to travel and are taking full camping kit with them so that they may be independent of hotel accommodation. Apart from the route, their plans are delightfully nebulous. They are taking a cargo boat to France and from there they will make for Constantinople, Alexandria, Cairo, across the desert to Lake Victoria and then on to Cape Town. Another cargo boat to Colombo and then through India and Malaya to Australia, where for the time being the definite route ceases. The duration of the trip depends on the traveller's inclinations or, as they express it upon "how long the money lasts."



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SINCERE'S

1931 MODELS.

Season's Improvements
in Latest Willys.

Although the engines of the Willys Six, Willys Eight and Willys-Knight Six have been highly satisfactory throughout the past year, certain improvements have been made which gives an even superior performance over the 1930 power plants. The compression ratio has been reduced approximately one per cent, the advantage in this being apparent through a pleasing softness.

The activity of the Willys Six engine, which is used on both the 110 and 113 inch models, has been improved. This is accomplished through a change in the shape of the combustion head which increased the space between the top of the piston and head due to carbon accumulation on those members.

The big end of the connecting rod in all cases has been changed, the habit being taken off the side faces, so permitting the steel of the rod to come closer to the crank. With the new construction the habit is backed up firmly over the full length of the bearing and its effectiveness thereby increased.

A new oil ring has been fitted on the Willys Six engine, giving an increase in oil economy and still further tends to reduce the formation of oil carbon in the combustion chamber and the top of the piston.

An improvement of major importance is found in the installation of the Float-O device which assures adequate lubrication under all conditions. Normally, the oil in the engine sump is sucked from the oil pan through a screen and suction bell which is permanently located as close to the bottom of the sump as possible so that all of the oil may be used. Certain drawbacks in this arrangement are obviated in the Float-O device in which the suction bell and screen are pivoted on an arm and normally float on top of the oil in the sump, and as the oil decreases in

TRIP IN GERMANY.

Dangerous Hairpin
Curves.

More than 620 miles a day for 100 consecutive days over some of the worst roads in Germany was a recent achievement of a Model A Ford standard tudor car. Designed only to show the ability of a Ford to withstand the shocks and abuse of a long journey under exceptionally difficult driving conditions, the run was not intended to be a non-stop test and the car was halted three times daily to be checked.

In the course of the run, the Ford circled through Berlin, Potsdam, Munich, Frankfurt, Hanover and Hamburg, more than 50 times over a route notorious throughout Europe for its miserable stretches, its dangerous hairpin curves, and its steep grades. In spite of these obstacles and some of the worst weather experienced in that section of Germany in a decade the Ford maintained its minimum of 621 miles a day although stops were necessarily made to refuel, replenish the oil and wash the car.

Four pairs of drivers relieving each other after every 14 hours of driving piloted the Ford in the run which in more than 50 laps about the circular route compelled them to negotiate traffic and comply with rigidly enforced speed regulations in no less than 19,950 villages and 2,000 towns. Aside from a second horn believed necessary in view of the extremely dangerous conditions to be met in the run, the only special equipment on the car was an extra spare wheel.

Volume the Float-O device follows it down.

Improved Carburettor. A change has been made on the accelerator pump of all the carburettors, the pump plunger is no longer a die casting but a thin brass stamping so that seizure between the plunger and the pump bore is avoided through the elimination of the affinity of the metals. On the Willys Six, an entirely new carburettor has been developed. In the 40 or 50 mile speed range this carburettor is about two miles to the gallon more economical while re-designing of the float mechanism guards against leaks.

FREE-WHEELING.

A Decided Contribution
to Progress.

Automotive engineers both in Europe and America recognise free-wheeling as one of the greatest single achievements in motor car designs since the adoption of the electric starter. Curiously enough, engineers have been stimulated in their imagination to utilise momentum in the operation of a motor car by such a familiar example of free-wheeling as a boy riding his bicycle who stops pedalling and relaxes while the bicycle rolls along.

The many advantages free-wheeling contributes to driving are particularly exemplified in the present complete series of Hupmobiles including a six cylinder and four straight eights. Some of the features resulting from the adoption of free-wheeling in these new Hupmobile models include an economy of oil of 18 per cent, at least, a saving of fuel of sometimes more than 12 per cent, a reduction in necessary clutch operation of from 30 to 60 per cent, and new freedom in driving ease.

These large savings in fuel and oil are effected by Hupmobile Free-wheeling because, whereas the en-



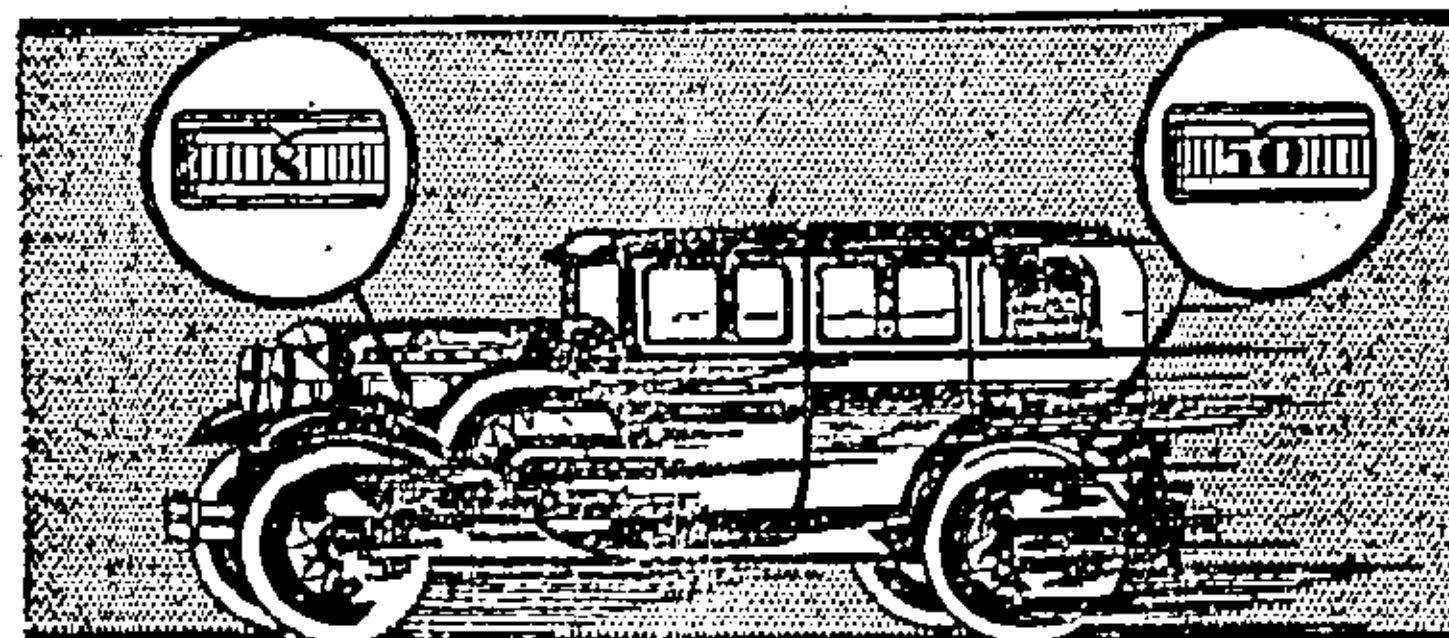
The bicyclist utilises free-wheeling.

gine formerly continued to turn up in revolutions although the throttle was closed, it now only idles while the car continues to roll along under its own momentum at 10, 25, 30 miles an hour or more.

Engine vibration is completely lost when free-wheeling. Engine back-lash, so common in other types of transmission, when the throttle is suddenly closed or opened, is eliminated. This feature naturally saves in wear and tear on tyres and the entire driving assembly and particularly in the wracking effect on the car body. Still another advantageous feature of the new free-wheeling for every Hupmobile model including the Century Six, Century Eight in all series, C, H and U models is an easier, quieter and more flexible second gear performance.

As adopted by Hupmobile, free-wheeling is simplicity itself.

There is nothing new to learn and even less to remember than with the old fashioned type of car. In free-wheeling the clutch may be used to shift into all speeds; it must be used, as in ordinary driv-



The above illustration graphically shows the reason for saving in fuel with free-wheeling.

ing, when shifting into reverse and low speed and from low into second speed. However, under certain operating conditions, it is easily possible to shift from second to high or back from high to second speed in free-wheeling without using the clutch. In such cases, the forward speed of the car must be sufficient to permit the engine to idle below car speed. When free-wheeling is not used, the clutch must be used to shift into all gears. In its ease of operation and its simplicity and freedom from mental strain, the Hupmobile Car Corporation believe free-wheeling will find great favour with all drivers.

Much of the driving ease found in free-wheeling comes from its unusually quiet operation. Everybody knows of the quiet high speed operation in motor cars of to-day. With the introduction of Hupmobile's new free-wheeling transmission it is now possible to include a spiral type of gear in second speed. This new second gear provides third speed quiet in second gear operation on all new Hupmobiles. It introduces a new sense of silent operation which is particularly desirable feature when frequent gear shifting is necessary.

Hupmobile's free-wheeling consists of an over-running or one-way clutch. This clutch permits the gears to remain engaged in either second or high speed while the car is rolling forward under its own momentum and the engine is idling at a speed of an equivalent of from

6 to 8 miles an hour. In operation this clutch is similar in principle to the well-known bicycle coaster feature and the stem winding watch. As a bicycle saves in effort so Hupmobile's free-wheeling effects economies in operating cost and driving effort that will obsolete the older type of transmission.

In traffic when a car suddenly darts out into the street, with free-wheeling the driver simply lifts the foot from the accelerator. The car continues to move forward but the engine idles while the gears remain in mesh. With free-wheeling the car is more quickly stopped when travelling rapidly because only car momentum has to be overcome. By simply depressing the accelerator

When ready to shift into high speed the lever is merely pulled back into third position without touching the clutch.

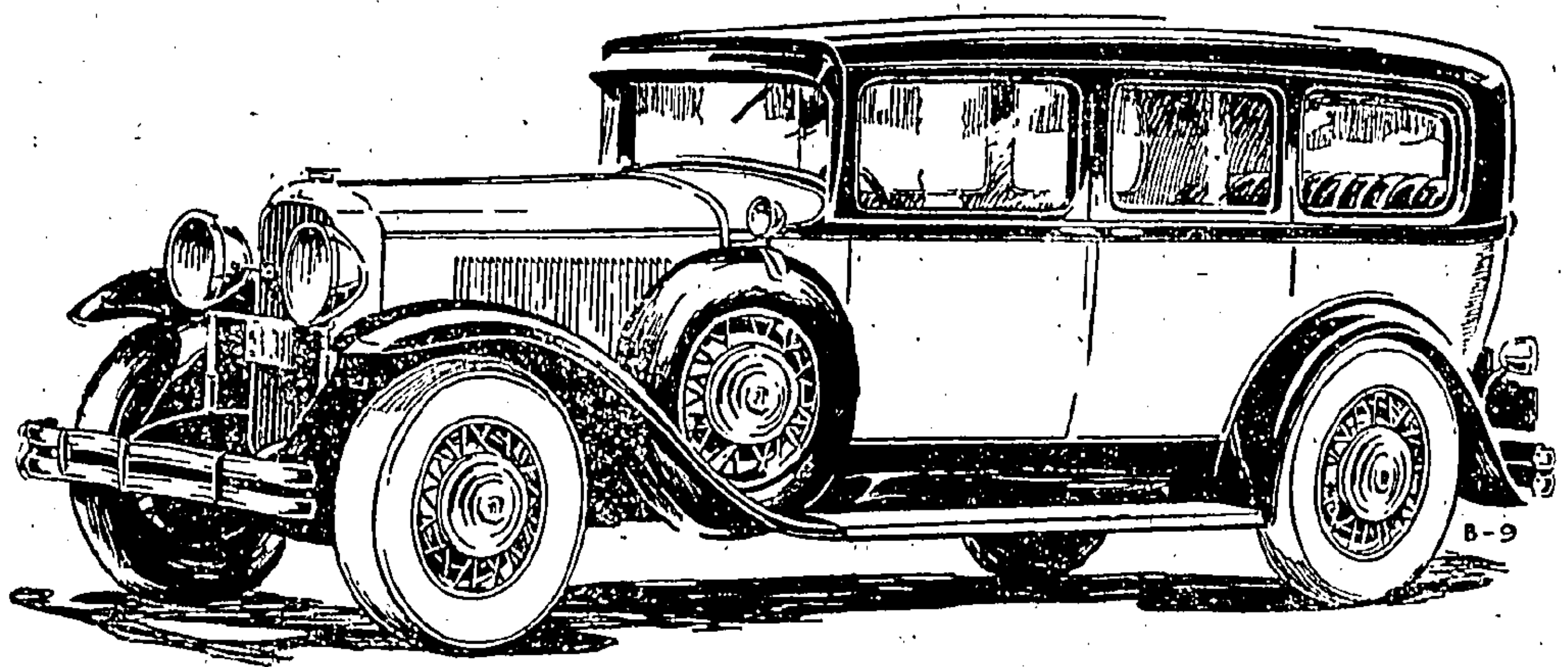
Tests have shown that from 30 to 60 per cent, less clutch action is necessary with free-wheeling. This, of course, means considerably less physical effort and mental strain.

The great saving possible both in fuel and oil and in subsequent repair bills together with their lessened strain in driving is bound to rapidly increase free-wheeling in popular favour.

ALL WEATHER FEATURES.

There is little that can be said about the Dodge car that is not already known, but a fact that should not be forgotten is that year after year the car continues to improve, and better value is thus offered to the public. The sturdiness and reliability of the Dodge is known in every part of the world; and in recent years the firm has concentrated in turning out a car with modern lines and comfort.

The car itself has an extremely low centre of gravity and positive hydraulic weatherproof brakes that



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
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OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

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NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

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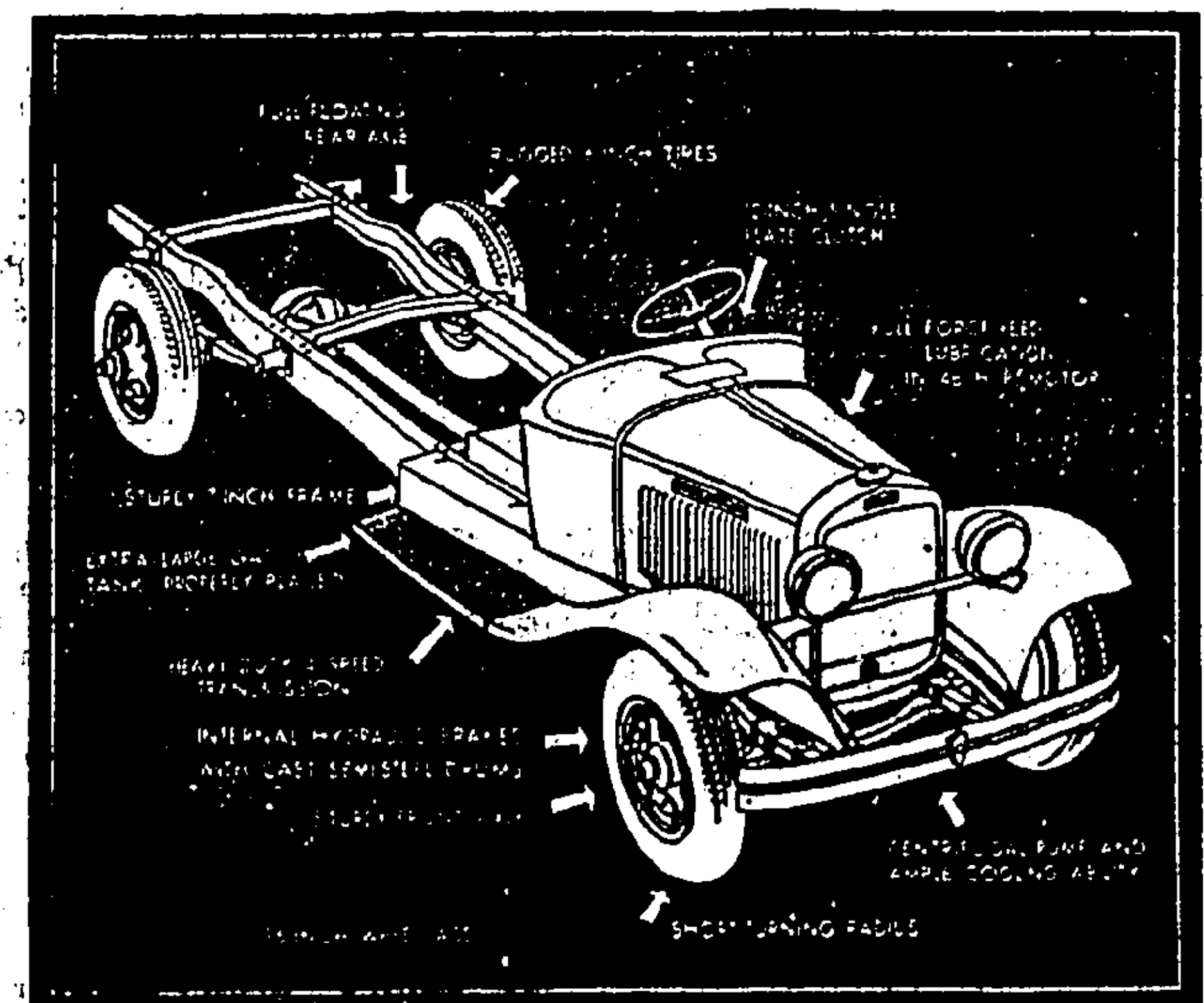
GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
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INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
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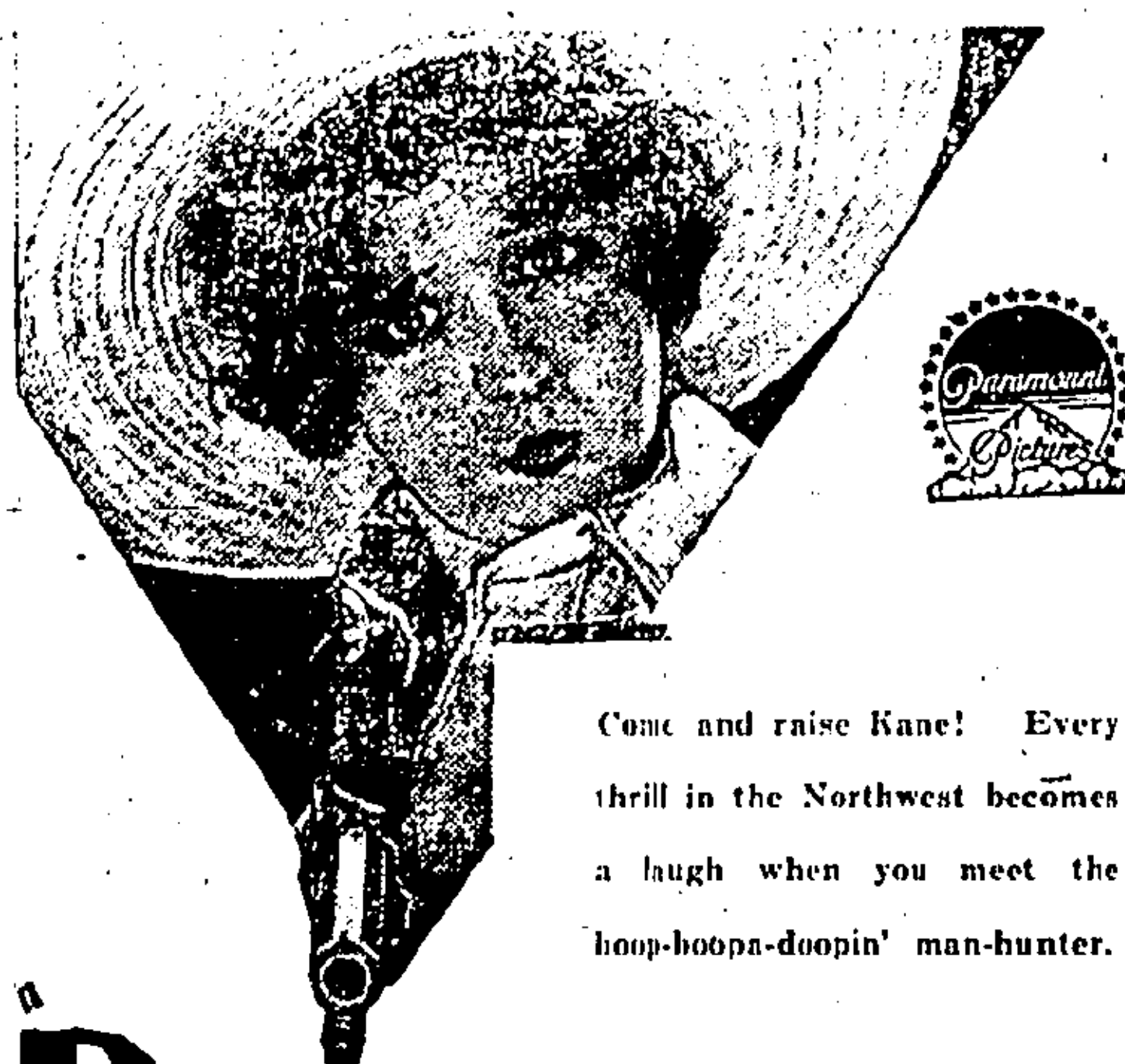
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PLAN TO CONTROL SALE OF DRUGS.

To Be Limited to World's Medical Needs.

LEGITIMATE PRODUCTION.

Rugby, Yesterday. The International Convention opened at Geneva to-day in connection with the efforts of the League of Nations to secure a strict limitation of manufacture of narcotics to the world's medical and scientific needs. The League has spent many years in the preliminary work of collecting information on the subject. By last year sufficient statistics had been collected to justify beginning an attempt to estimate the total amount of trade done in opium and its derivatives and in cocaine, to discriminate between legitimate and illicit and to take practical steps towards controlling the world's output.

The preliminary Conference was held in London in the Autumn to determine the amount of cocaine and opium derivatives which each manufacturing country might legitimately produce. A provisional quota scheme was drawn up in the form of a draft convention and this convention is now to be considered by the plenary Conference in Geneva.—British Wireless Service.

FATAL COLLISION.

CRASH INTO STATIONARY TRAIN IN NORFOLK.

PASSENGER KILLED.

Rugby, Yesterday. One passenger was killed and 11 injured in a collision to-day between a London North-Eastern train from Dereham with a train standing at a platform in the station at Fakenham, Norfolk.—British Wireless Service.

CATAPULT DEVICE.

ON DISPLAY AT HENDON NEXT MONTH.

Rugby, Yesterday. The remarkable catapult device demonstrated a few days ago at Farnborough, when a nine-ton aeroplane was hurled into the air at 60 miles an hour in three seconds, will be seen in operation by the public at the annual Air Force display at Hendon on June 27.

Experts consider it has tremendous possibilities in extending the use of aeroplanes over difficult country, where adequate aerodrome space is not available. A forward run of only 100 feet is required for the kind of aircraft usually requiring about 1,000 feet to take off. Although passengers are not likely to submit to the terrific acceleration of the catapult launch, it is considered that small planes could be used in this way, while the device may considerably alter the existing aerial co-operation in mobile war operations. The compressed air motors of the apparatus can produce 8,000 horsepower in a few seconds. Secure anchorage is naturally required for it, but the entire device is completely mobile.—British Wireless Service.

M. BRIAND.

Paris, Yesterday. M. Briand has withdrawn his resignation from the post of Foreign Minister.—Reuter.

TROUBLE IN JAPAN.

AGITATION AGAINST SALARY CUT.

DRAMATIC COLLAPSE.

Tokyo, Yesterday. With unexpected and almost dramatic suddenness, agitation against the proposed salary cut, which twenty-four hours ago was threatening to develop to serious proportions, appears virtually to have subsided.

Almost without exception the officials who were preparing to resign have cancelled their intention and expressed regret at causing an unnecessary sensation. Even members of the judiciary, whose contention that they are legally guaranteed against any reduction of salaries resulted in the Government exempting them temporarily, are now discussing the question of making voluntary subscriptions to the State funds.

Thanks to prompt action by the police in arresting 34 agitators, thereby forestalling the radicals' efforts to exploit the situation, plans to start a railway strike have been frustrated, and apprehension has been removed.

With the promulgation of an imperial ordinance this afternoon sanctioning the salary cut, the whole trouble has apparently been brought to a conclusion.—Reuter.

[It was reported from Tokyo on May 22 that the Cabinet had decided to cut official salaries, a sliding scale being brought into operation on June 1. The maximum reduction will be 20 per cent. The Premier estimates that the reduction will result in a saving of seven million yen in the present fiscal year.]

EMPIRE'S DEAD.

TABLET UNVEILED IN YPRES CATHEDRAL.

WAR MEMORIAL.

Rugby, Yesterday. Members of Parliament representative of the three parties in the House, who spent Whit-tide visiting the British war cemeteries and memorials in France and Belgium, were present at Ypres Cathedral yesterday, when General Sir Charles Harington, formerly Chief of Staff to Field Marshal Lord Plumer, unveiled a tablet to the memory of one million dead of the British Empire who fell in the Great War.

Underneath the tablet are the arms of the United Kingdom and Dominions finely sculptured.—British Wireless Service.

SIR E. IRONSIDE.

LIEUTENANT OF TOWER OF LONDON.

Rugby, Yesterday. The War Office announce that Lieutenant-General Sir Edmund Ironside has been appointed Lieutenant of the Tower of London, in succession to Lieutenant-General Sir Herbert Uniacke.

General Ironside has commanded the Meerut District of India since 1928. At the end of the war he was Commander-in-Chief of the Allied troops at Archangel.—British Wireless Service.

RAFFLES HOTEL.

Singapore, Yesterday. An interim receiver has been appointed to take charge of the assets of Messrs. Sarkies Brothers, who are owners of the Raffles Hotel.—Reuter.

SHIP TO EXPLORE ARCTIC SEA.

Uncharted Waters to Be Surveyed.

LAUNCHING ON MONDAY.

Rugby, Yesterday. On the recommendation of the Committee of Civil Research, the oil driven vessel of 1,400 tons, the Challenger, which will have a cruising range of 10,000 miles, is being built at Chatham Dockyard and will be launched next Monday. Early next year she will be put in commission for four years to carry out important survey and research work in the Arctic.

For the purpose of survey the Admiralty and Minister of Agriculture and Fisheries are working in collaboration. The construction of the vessel was undertaken after examination by the Committee of Evidence tendered by the fishing grounds in uncharted northern waters. During the next four years it will be the work of a staff of 70 to be carried by the Challenger to explore the great belt of the Arctic Sea from the east coast of Greenland to the Island of Novaya Zemlya. She will be under the command of an officer in the Hydrographic Branch of the Royal Navy.—British Wireless Service.

AUSTRIAN BANK.

OUTSIDE FINANCIERS TO ASSIST.

Rugby, Yesterday. Means of assisting the great Austrian bank, the Credit Anstalt of Vienna, are engaging the attention of financial circles in many capitals.

It is announced in London that, in agreement with the Governor of the Bank of England, and at the suggestion of the Oesterreichische Credit Anstalt, a committee has been informally and temporarily established, consisting of Mr. Lionel Rothschild as chairman, with Mr. Charles Whigham, Sir Robert Kindersley and His Excellency Peter Bark. The committee has stated, "We will concern ourselves particularly with the policy to be adopted in the near future."—British Wireless Service.

"STRICT" BRITAIN.

"In this country they demand a stricter form of behaviour than in America," said William Berman, aged twenty-six, of Manchester, who was sentenced at Folkestone Quarter Sessions, to nine months' imprisonment for doing grievous bodily harm.

Berman called at a cafe late at night and, when the door was opened by the son of the proprietress, he savagely attacked him and rendered him unconscious.

The chief constable stated that Berman had been deported from the United States because of illegal entry. He had shown violent tendencies on a number of occasions since he returned to Britain.

An industrial survey covering every single feature in connection with Brandon and its adjacent territory is now under way by the Brandon Branch of the Manitoba Industrial Development Board. The work is very exhaustive in its every detail and when available will be of great value to new industries seeking locations in this district. It covers the field of raw material, the resources, manufacturing possibilities, sites and railway facilities, labour conditions, recreational advantages, trade outlets and all civic data.

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